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ONE SHILLING.

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TALKING TO THE MAN AT THE WHEEL: THE METHOD OF COMMUNICATION BETWEEN PASSENGERS AND PILOT IN THE PASSENGER-CABIN OF AN AIRCO.

As mentioned in our last issue, the Editor of this paper, Captain Bruce Ingram, M.C., travelled as a passenger in one of the Airco machines which recently inaugurated the daily air service between London and Paris. Our drawing was made from a sketch done by him *en route*, and shows the method of communication between passengers and

pilot, regarding which he writes in an article on another page: "Major Patteson's means of communication with his four passengers was by passing written messages through a little trap-door in the partition behind his head. . . . In this way (he) kept up a running conversation with us." Further illustrations of the flight appear elsewhere in this Number.

DRAWN BY BRYAN DE GRINGAU FROM SKETCHES BY OUR SPECIAL REPRESENTATIVE ON THE FLIGHT, CAPTAIN BRUCE INGRAM, M.C. (COPYRIGHTED IN THE UNITED STATES AND CANADA.)



By G. K. CHESTERTON.

THERE are conventions of the unconventional; and it is clear that there are compromises amongst the most uncompromising. Even the Bolsheviks can use not only long words, but loose words—words of vague reconciliation covering vital contrasts. I have just read a remarkable and doubtless reliable interview between Lenin and Mr. Arthur Ransome, which is largely concerned with the way in which "the Communist theories are being modified in the difficult process of their translation into practice." There is something that reminds us pleasantly of our own politicians, engaged in "keeping the party together," in this suggestion that Communism may be slightly modified by the fact that people flatly refuse to be Communists. For the difference thus mildly minimised is one of the most deep and deadly differences in modern ethics and politics. It is one I have often discussed on this page—the question of personal property. Property is not capitalism, but the contrary of capitalism—which is the denial of property to the masses of mankind, who are thus compelled to work for a wage. The working model of property is peasantry; and it is with a peasantry that Lenin and his school are finding that their own very mechanical model will not work.

To show that I do not exaggerate, I will quote the sympathetic interviewer himself: "We talked then of the antipathy of the peasants to compulsory Communism, and how that idea also had been considerably whittled away. I asked him what were going to be the relations between the Communists of the towns and the property-loving peasants, and whether there was not great danger of antipathy between them, and said I regretted leaving too soon to see the elasticity of the Communist theories tested by the inevitable pressure of the peasantry." I also should very much like to see the elasticity of a Jew theorist being tested by the inevitable pressure of a peasant with a big stick. And as Lenin goes on to talk about the "bitterness" of civil war in the Ukraine, where the instinct of property in the peasantry will further "modify" his policy, I imagine it will be modified with something even bigger than a stick. It is more likely to be "considerably whittled away" with a big sabre. But if a reactionary were to say that the Monarchy had been whittled away to suit the requirements of a Republic, or that the Church would show its elasticity by yielding to the inevitable pressure of the Atheists, I think people would infer (and certainly these people would infer) that the Church and the Monarchy were having a rather trying time, and a much more trying time than they were quite ready to admit. For in plain truth a Communist tests his own elasticity in allowing property to peasants exactly as a teetotaler tests his own elasticity

by drinking half a bottle of brandy. In other words, he does not test his elasticity, but simply swallows his principles, as he swallows the brandy. He is not modifying Communism; he is denying Communism, and refusing to translate



THE "FOUNTAIN-HEAD" OF THE MONTESSORI SYSTEM: DR. MARIA MONTESSORI, NOW IN LONDON. Dr. Maria Montessori, the famous authority on children's education, recently came to London to lecture on the teaching methods to which she has given her name.

Photograph by C. A. Bang.

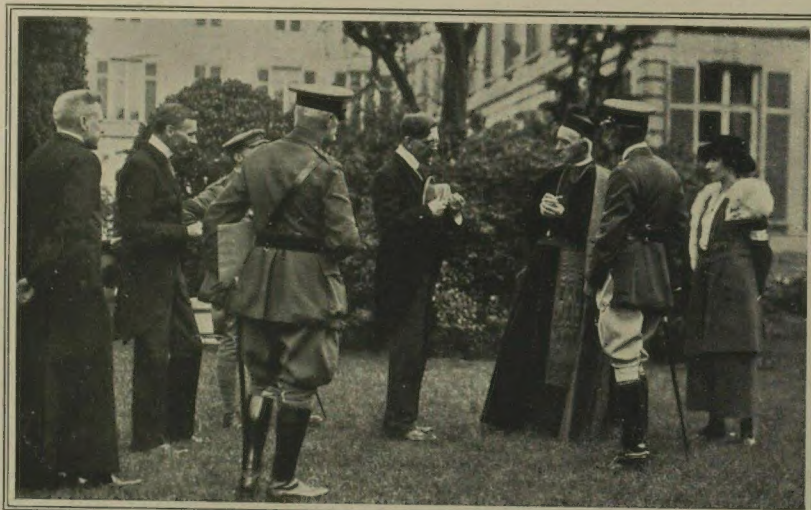
it into practice. If the property-loving peasants have a right to their property, the Communists have no right to their Communism—or, at any

with civil words; they certainly ought to be on the Government Bench at Westminster, and talking about Ireland. For the long crisis in Ireland has been largely due to the same bland and blind patronage, and the refusal to realise that peasants are peasants and are proud of being peasants. They are not, as Capitalists and Communists both imagine, ignorant people with no ideas; they are only people with other ideas, and better ones. Those ideas are as human as humanity, and much more human than humanitarianism. And the pedantry which attacks the peasantry, and tries to school it with its stiff ferule, will always find that stick "considerably whittled away."

I have not a rag of sympathy with any struggle to restore monarchy or aristocracy or landlordism, or most of what is rather vaguely called reactionary in Russia. But I have very great sympathy indeed with the property-loving peasants and their antipathy to compulsory Communism. Communism seems to me not so much nonsensical as simply narrow. Making everything public property is exactly like making everything private property. It is sacrificing everything to one solitary sentiment. The sentiment of sharing is a healthy one, with its place in human life, as when men share a public monument—or, better still, a public-house. But it is not a substitute for the other sentiments of giving and receiving, as when a man offers hospitality in a private house. To turn all private houses into public-houses is not even an irrational sentimentalism, but rather an irrational asceticism.

In connection, by the way, with some remarks here about the French as our foes, and a note that struck me as suggesting that they had generally been our friends, a correspondent writes to suggest that the note may have referred merely to an earlier period, when John Churchill himself did actually serve with Turenne. I certainly received the impression, from the whole context, that it was meant for a generalisation about the great wars of Louis XIV., of Marlborough, and Eugene—and, indeed, about Franco-British history at large and for a long period. But as I have not the context to hand, and had not thought of the other possibility, it is right to say that I may have been wrong in my impression about its meaning. In any case, I have no wish whatever to prove my point against that particular instance of a paragraph I may have misread and a

book I have not read at all, but merely to illustrate a larger impression—that the present prestige of our country is really weakened by mere attempts to prove that our history repeats itself, because they under-rate the rapid and vigorous fashion in which it has recently managed to reform itself. I could easily agree that my example was wrong, if it be admitted that my theory was right.



CARDINAL MERCIER HONOURED AT EDINBURGH: BELGIUM'S PATRIOT ARCHBISHOP TALKING TO PROFESSOR SAROLEA.

Edinburgh University has recently conferred the degree of LL.D. on Cardinal Mercier, the famous Archbishop of Malines, who so bravely withstood the German oppressors of his people during the war. In our photograph he is seen talking to Professor Sarolea, the Belgian Consul in Edinburgh.—[Photograph by Photopress.]

rate, no right to their compulsory Communism. In short, there is a sharp, lucid, and logical difference between them; and Lenin and his friends, like so many Front Bench politicians in our own Parliament, seem to think it can be glossed over with long words like modification and elasticity. They admit that it has developed into civil war, even while they deny it

THE PRINCE OF WALES IN CANADA: AT ST. JOHN'S AND ST. JOHN.

PHOTOGRAPHS BY I.B., C.N., TOPICAL, AND SPORT AND GENERAL.



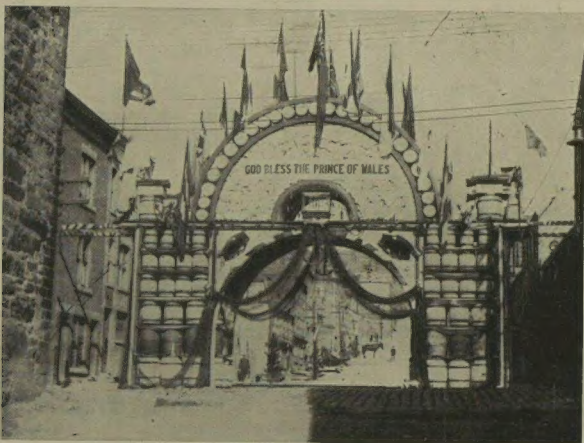
DECORATING A SEAMAN: THE PRINCE AT ST. JOHN'S, NEWFOUNDLAND.



LANDING AT ST. JOHN, NEW BRUNSWICK: THE PRINCE WITH THE DUKE OF DEVONSHIRE.



COLOURS FOR THE 26TH NEW BRUNSWICK REGIMENT: THE PRINCE AT ST. JOHN.



WITH PILLARS OF BARRELS AND DRAPED WITH FISHING-NETS AND ANCHORS: AN ARCH AT ST. JOHN'S, NEWFOUNDLAND.



THE OLDEST BRITISH COLONY WELCOMES THE PRINCE: ANOTHER FINE ARCH AT ST. JOHN'S, NEWFOUNDLAND.



WITH SHIELDS BEARING THE ARMS OF THE VARIOUS CANADIAN PROVINCES: WELCOMING THE PRINCE AT ST. JOHN, NEW BRUNSWICK.



A WELCOME UNDAUNTED BY RAIN: THE PRINCE DRIVING THROUGH ST. JOHN, NEW BRUNSWICK, IN AN OPEN CAR.

The Prince of Wales landed at St. John's, Newfoundland, on August 12, after bidding farewell to H.M.S. "Renown," in which he had crossed the Atlantic. He was received by the Governor, Sir Alexander Harris, and the Premier, Sir Michael Cashin, and other leading men were presented. The Prince drove round the town, passing under several fine arches built to greet him, and received an enthusiastic welcome from the people wherever he went. In the afternoon he presented medals to seamen who had rescued survivors from the steamer "Florizel," wrecked at Cape Race in February 1918. On

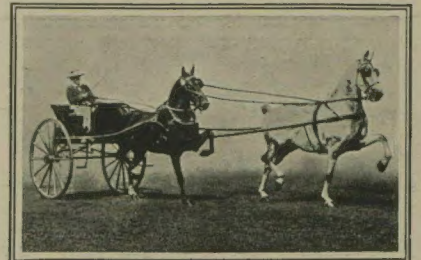
the following day, the Prince left St. John's, Newfoundland, in the cruiser "Dragon," and on the 15th landed at St. John, New Brunswick, where he first set foot on the mainland of Canada. He was officially welcomed by the Duke of Devonshire, Governor-General of the Dominion, and Mr. W. Pugsley, Lieutenant-Governor of New Brunswick. A large stand near the jetty was filled with boys and girls carrying small Union Jacks, which they waved to the music of "God Bless the Prince of Wales" and "The Maple Leaf." White-robed girls carried shields bearing the arms of the different provinces.

A FILLIP TO IRISH HORSE-BREEDING: THE DUBLIN HORSE SHOW.

PHOTOGRAPHS BY SPORT AND GENERAL, ROUGH, TOPICAL, AND LAFAYETTE.



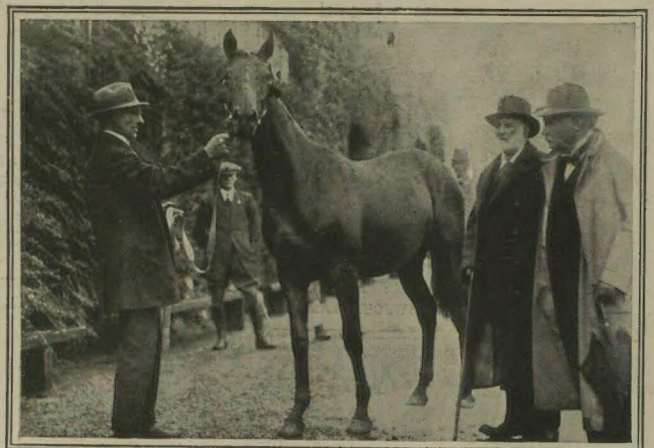
LINED UP BEFORE THE JUDGES: BROOD MARE HUNTERS PARADING.



THE CHAMPION TANDEM: MISS BROCKLEBANK WITH "OPTIMISTIC" AND "ILLUMINATION."



WINNER OF THE JUMPING COMPETITION: MISS GARTH ON "MOTOR-CAR."



A FIRST PRIZE WINNER: MR. JAMES McNALLY'S THOROUGHBRED YEARLING FILLY.



WINNER OF THE FIRST PRIZE FOR FOUR-IN-HANDS: MISS BROCKLEBANK.



DRIVING HER TEAM OF SHETLAND PONIES: LADY POWERSCOURT.



IN THE LIGHT-WEIGHT HUNTERS CLASS: TWO LADY COMPETITORS.



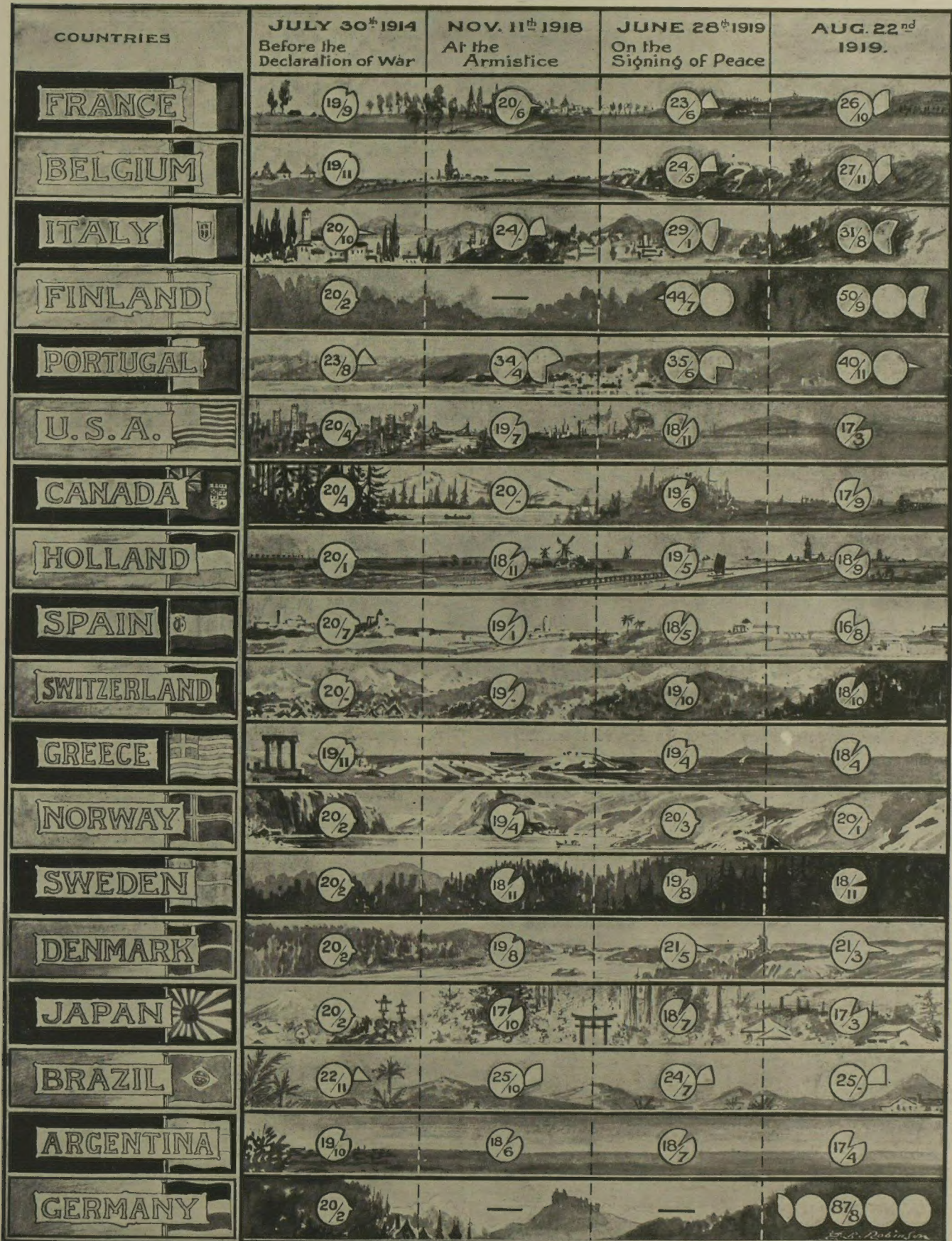
WITH THE VICEROY, LORD FRENCH: A GROUP OF IRISH NOTABILITIES.

The most prominent feature of the first Dublin Horse Show held since the war began was the phenomenal successes of the ladies, and their marvellous feats of horsemanship. Miss Brocklebank won the Cochrane Challenge Cup with her tandem team for the third time, so it now becomes her property; and she also secured the first prize for four-in-

hands. In the group shown in the bottom right-hand illustration, seated in the front row, reading from left to right, are the Marquess of Londonderry, Marchioness of Headfort, Viscount French, the Marchioness of Londonderry, and Viscount Chaplin. The success of the show will give great encouragement to Irish horse-breeding.

THE VALUE OF A POUND: VARIATIONS IN EIGHTEEN COUNTRIES.

DRAWN BY W. B. ROBINSON.



HOW THE POUND STERLING HAS FLUCTUATED IN VALUE SINCE THE WAR BEGAN: OFFICIAL STATISTICS REGARDING EIGHTEEN COUNTRIES SHOWN IN DIAGRAM.

There has been much discussion of late in financial circles concerning the variations in value of the British pound sterling, and particularly its decrease in the United States. Some interesting official statistics were published a few days ago showing these variations in eighteen countries at certain outstanding dates—July 30, 1914, just before we entered the war; November 11, 1918, the date of the Armistice; June 28, 1919, the Signing

of Peace; and August 22, 1919—that is, roughly, the present time. Our artist shows the same figures similarly arranged, with pictorial embellishments. Thus, the flag of each country appears under its name, and its typical scenery forms the background on which the figures are given. Each perfect circle in the diagrams represents £1, and fractions of a pound are indicated by segments of circles.—[Copyrighted in the United States and Canada.]

A STRENUOUS FOE AND LOYAL FRIEND: THE LATE GENERAL BOTHA.

PHOTOGRAPHS SUPPLIED BY TOPICAL, VANDYK, BARRATT, AND HARRIS.



IN HIS BRITISH GENERAL'S UNIFORM:
GENERAL BOTHA.



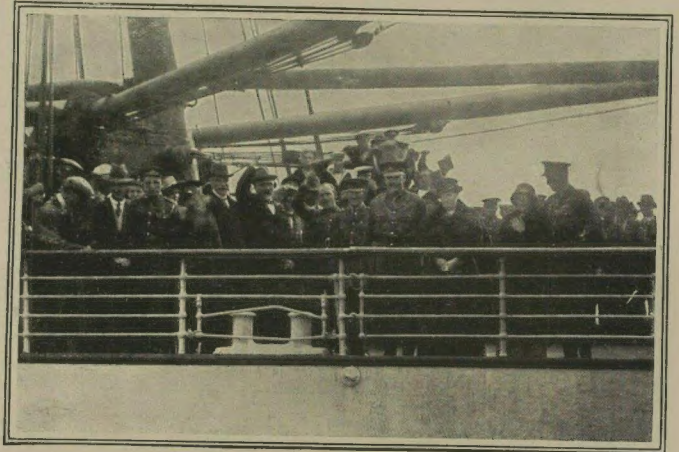
AS A BOER LEADER IN THE SOUTH AFRICAN
WAR: GENERAL BOTHA.



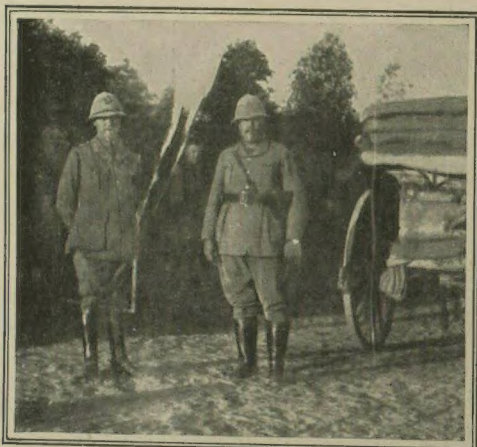
REPORTED TO HAVE SUCCEEDED GENERAL BOTHA
AS PREMIER: GENERAL SMUTS.



ON HIS RETURN TO CAPE TOWN: GENERAL BOTHA'S PROCESSION
IN THE CITY.



ON HIS FAREWELL TO ENGLAND: GENERAL AND MRS. BOTHA
ON BOARD THE "LLANSTEPHEN CASTLE."



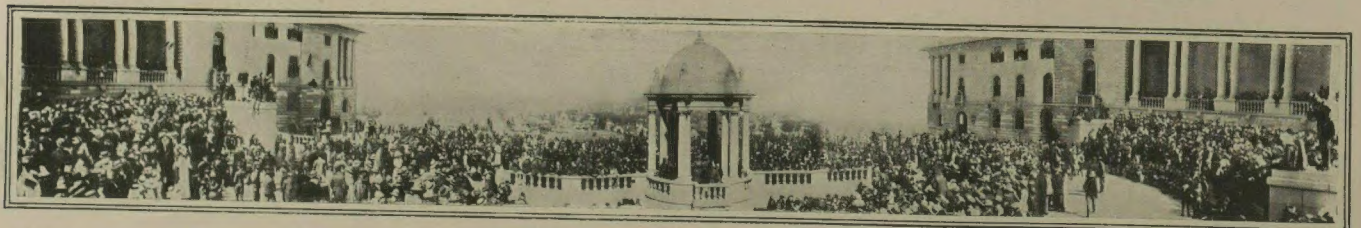
A CONFERENCE IN THE FIELD: GENERALS BOTHA
AND SMUTS.



IN "GERMAN S.W.": WHERE HE
RECEIVED THE SURRENDER.



RECONNOITRING WITH HIS STAFF: GENERAL BOTHA
IN SOUTH-WEST AFRICA.



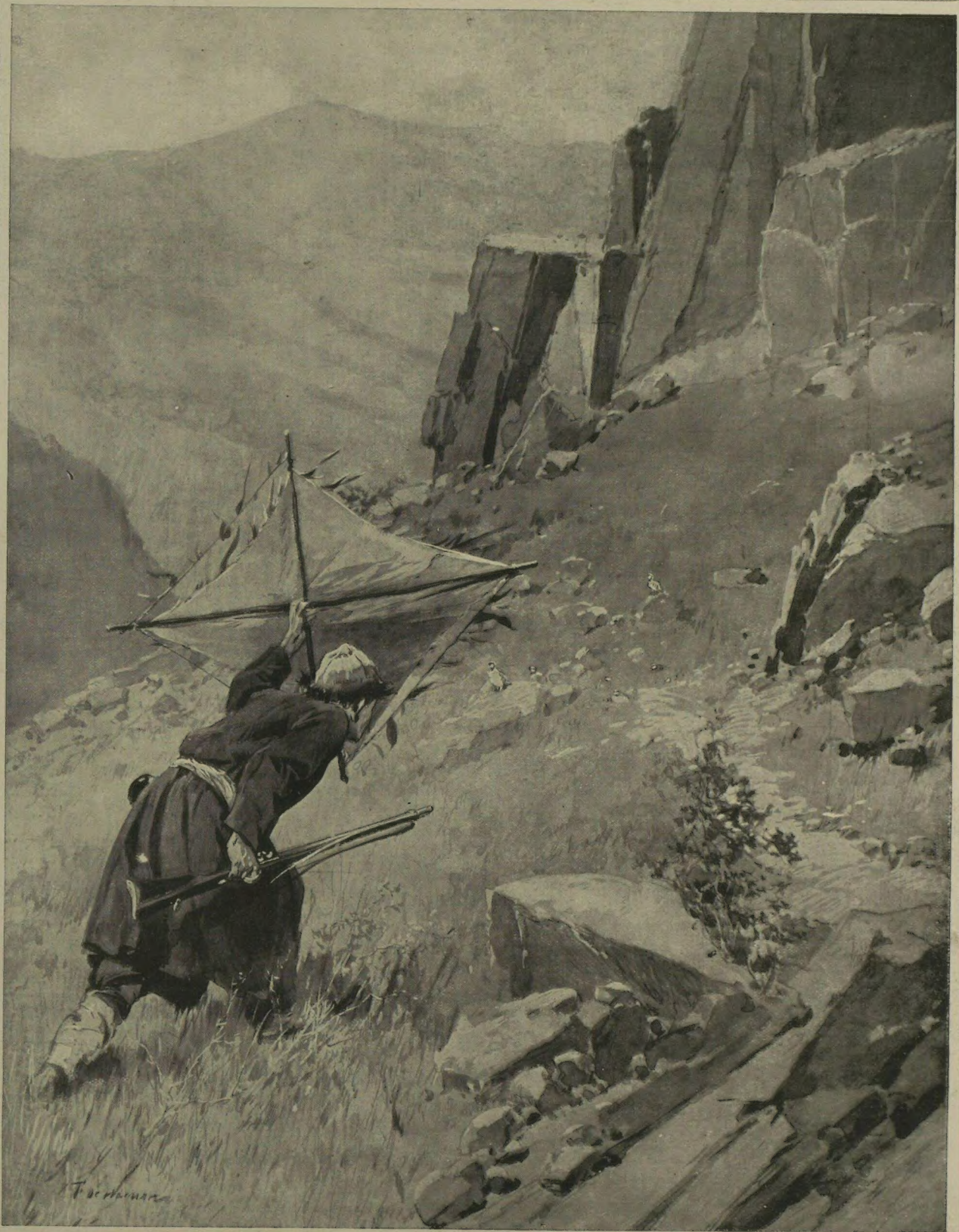
WELCOMED IN PRETORIA ON HIS RETURN FROM THE CAMPAIGN: GENERAL BOTHA ADDRESSING THE CROWD.

General Botha died in his sleep on August 27 from heart failure following an attack of influenza, and was buried in Pretoria three days later amid demonstrations of personal grief and tributes of affection and admiration from all ranks and colours which have

never been surpassed in the history of Africa. He is the first Prime Minister of the Union to die in harness, and, it is believed, the first in the British Empire since 1865. It is expected that he will be succeeded by another soldier-statesman, General Smuts.

PARTRIDGE-SHOOTING IN BOKHARA: STALKING CHUKAR WITH SCREENS.

DRAWN BY FRÉDÉRIC DE HAENEN FROM MATERIAL SUPPLIED BY MR. DOUGLAS CARRUTHERS.



A DEVICE THAT HOLDS THE BIRDS STILL WITH FEAR OR CURIOSITY: PARTRIDGE-SHOOTING AS PRACTISED BY THE NATIVES OF CENTRAL ASIA.

Now that the partridge-shooting season has begun, it is interesting to compare with the sport as practised in this country the curious methods employed in the wilds of Central Asia. Our drawing was made from material supplied by Mr. Douglas Carruthers, who sends us the following account of the subject. "Strange objects of brilliant colour are often to be seen gliding about amongst the rocks and on the hill-sides outside the mountain villages of Central Asia, and especially Bokhara. On examination they are found to be native sportsmen armed with old guns and carrying before them screens of

cloth stretched on two cross-sticks. Bits of coloured rag are hung loosely all over the screens or round its edge. The Chukar, or rock partridge, which is especially numerous round the patches of cultivation in the mountains, forms the quarry. This usually wary and often unapproachable bird is easily bluffed by this simple contrivance. On finding a covey, the native gunner works his way up carefully, holding the screen before him. The partridges, instead of running away, are either paralysed with fear or held still by curiosity, and consequently pay the penalty." [Copyrighted in the United States and Canada.]

CAMERA NOTES FROM ABROAD: ECHOES OF THE WAR; FLYING FEATS.

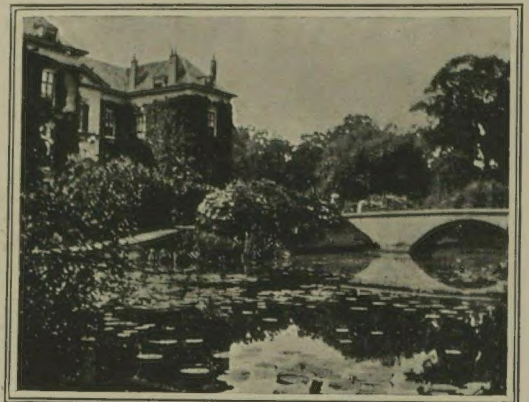
PHOTOGRAPHS BY C.N., MANUEL, TRAMPEL, AND OLIVER, CALGARY.



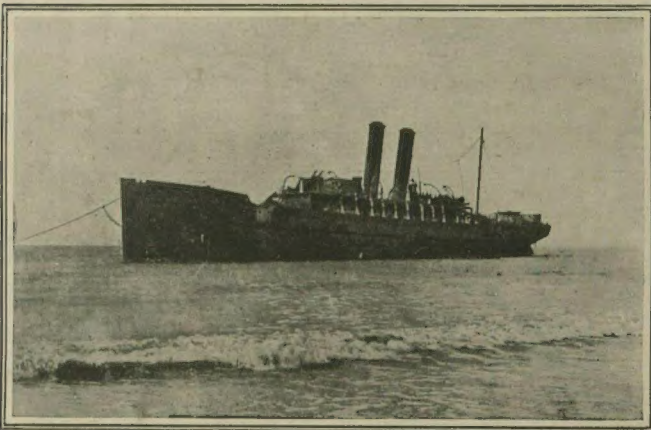
SAID TO HAVE BEEN ACQUIRED BY THE KAISER:
THE CASTLE OF DOORN.



DOORN CASTLE: ITS FOUR-
TEENTH-CENTURY TOWER.



DOORN CASTLE: THE FRONT OF THE HOUSE, THE MOAT,
AND BRIDGE.



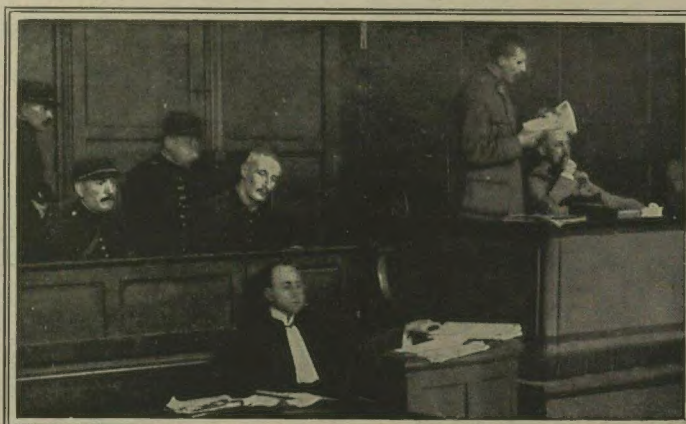
SALVED, AND PROBABLY COMING TO ENGLAND: CAPT. FRYATT'S SHIP,
THE "BRUSSELS," AT HEYST.



COMMEMORATING VICTIMS OF GERMAN BUTCHERY IN BELGIUM: CARDINAL
MERCIER SPEAKING AT AERSCHOT.



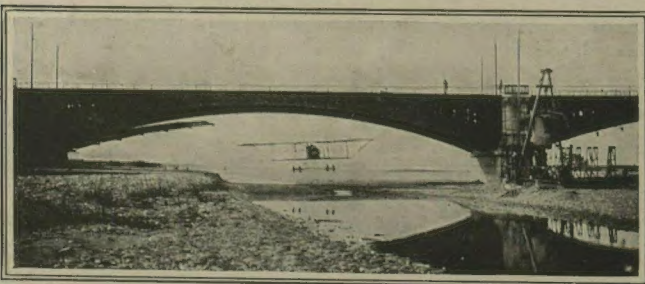
IN PROFILE: NURSE CAVELL'S
ALLEGED BETRAVER.



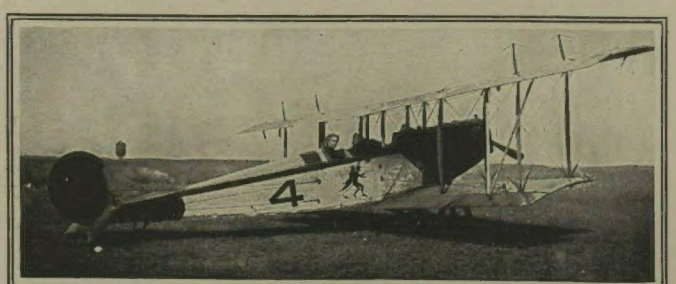
THE QUIEN TRIAL IN PARIS: THE PRISONER (SEATED IN THE DOCK)
BEFORE THE COURT MARTIAL.



ACCUSED OF BETRAYING NURSE
CAVELL: GEORGES QUIEN.



EMULATING THE ARC DE TRIOMPHE FEAT: AN AEROPLANE PASSING UNDER
THE VAR BRIDGE AT NICE.



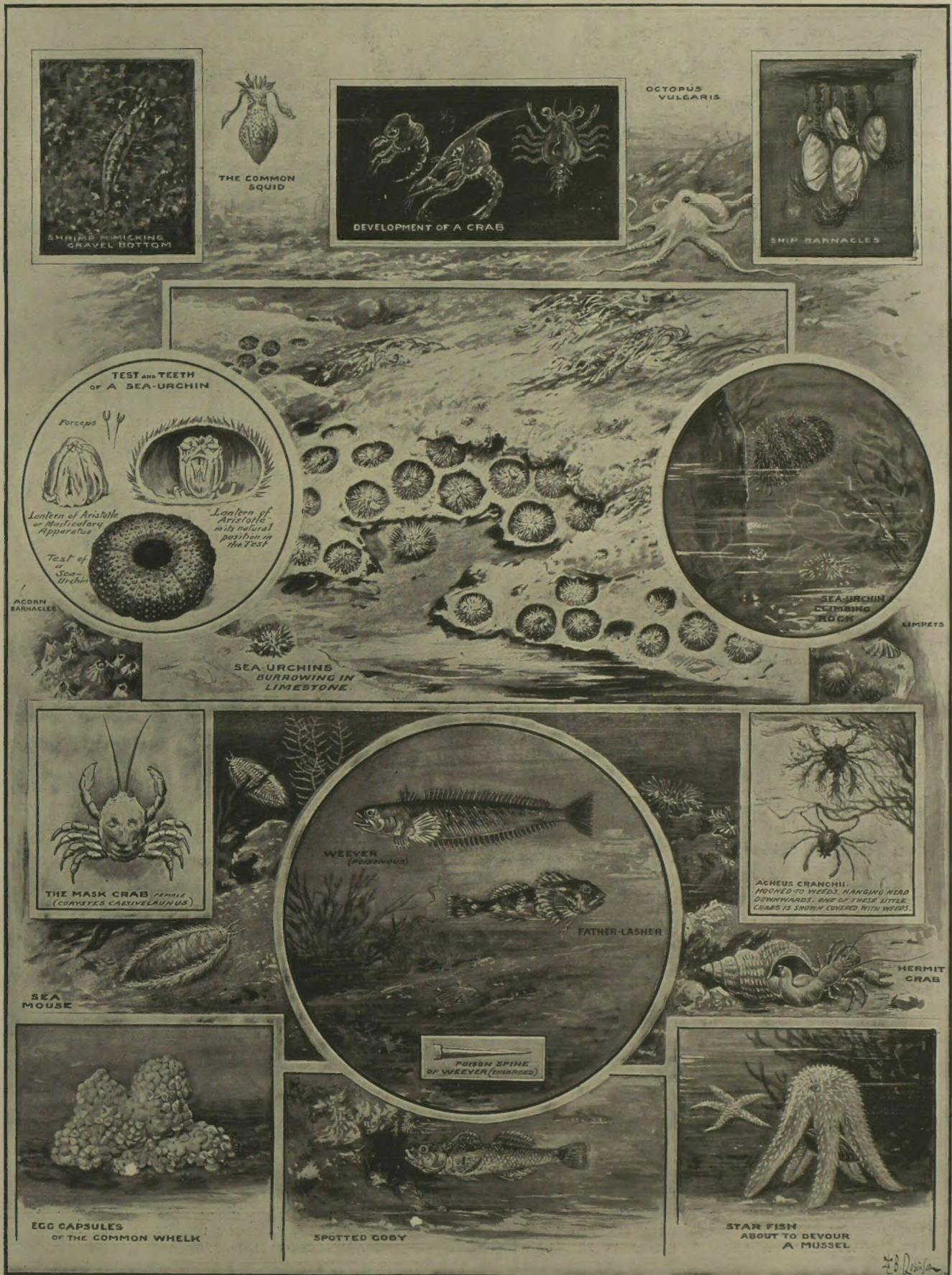
THE FIRST AEROPLANE TO FLY OVER THE ROCKIES: CAPT. E. HOY, D.F.C.,
IN HIS CURTISS BIPLANE.

It was reported recently that the Kaiser was negotiating for the purchase of Doorn Castle (or "Huis Doorn"), near his present abode at Amerongen, in Holland; and that, if he did not buy it, he would probably rent it and go to live there in October or November. The castle, which dates from the fourteenth century, and was rebuilt in the seventeenth, is the property of the Baroness van Heenstra.—Captain Fryatt's ship, the "Brussels," which was recently raised from the spot where she was sunk off the Zeebrugge Mole by the Germans, has been moved, by means of compressed air and barges, to Heyst, the

Belgian seaside resort. It has been stated that she would probably be brought to England.—Commemoration ceremonies were recently held at Aerschot, in Belgium, the scene of one of the worst German massacres on August 19, 1914. Our photograph shows Cardinal Mercier speaking in the cemetery, where many of the victims were buried.—Great interest has been aroused by the trial of Georges Quien before the Sixth Court Martial in Paris, on charges of betraying to the Germans many French, Belgian, and British subjects, including Nurse Cavell.

NATURAL HISTORY AT THE SEASIDE: CURIOSITIES FOR HOLIDAY-MAKERS.

DRAWN BY W. B. ROBINSON.



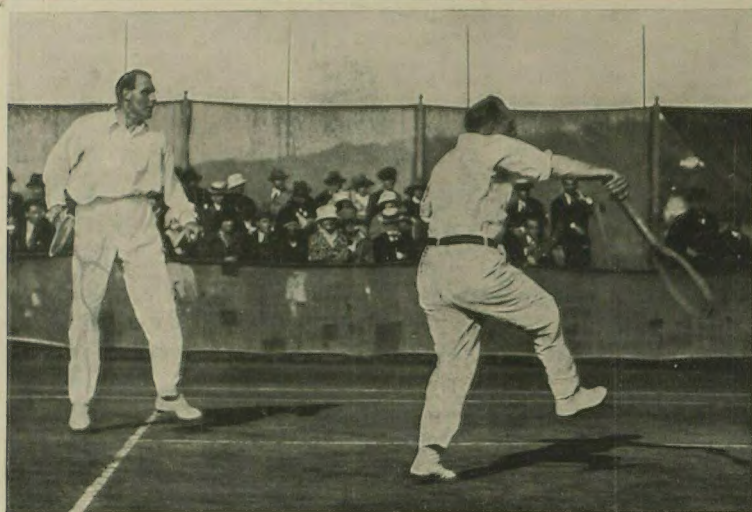
A STUDY THAT ADDS INTEREST TO A SEASIDE HOLIDAY: DENIZENS OF THE SEA-SHORE SEEN AT MOST OF OUR WATERING-PLACES.

On another page will be found a very interesting article by Mr. W. P. Fycraft on some common denizens of the sea-shore, most of which are familiar by sight to the majority of juvenile and adult visitors to the seaside, but whose mode of life and general characteristics are not always so widely known. These are explained in the

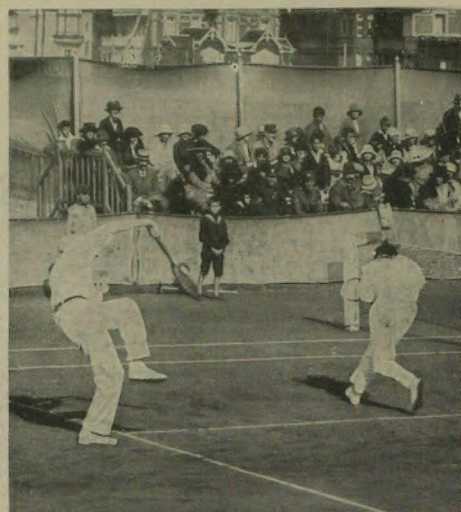
article referred to in a way which should render the ramble along the beach a matter of considerably enhanced interest and instruction. The illustrations given above will enable those with but slight knowledge of such matters to pick out the various creatures without difficulty.—[Drawing Copyrighted in the United States and Canada.]

SPORT, WAR. AND TRADE: THE DAVIS CUP; A HUGE GUN; CANAL LIFTS

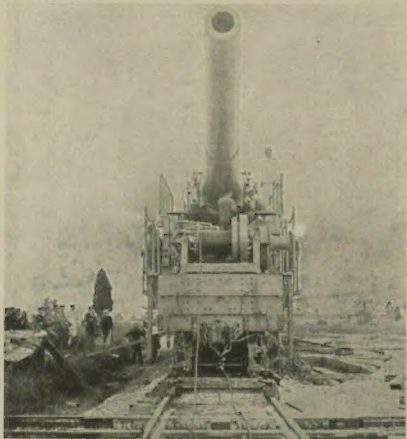
PHOTOGRAPHS—C.N., TOPICAL, AND BRITISH OFFICIAL.



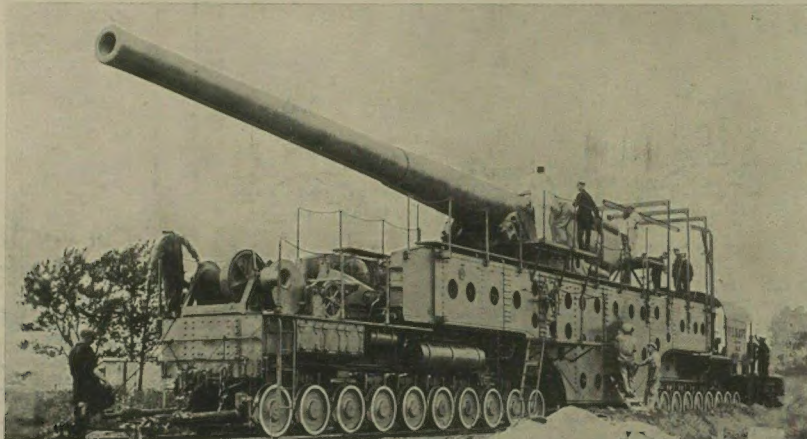
THE DAVIS CUP LAWN-TENNIS TOURNAMENT AT DEAUVILLE: MR. TURNBULL AND MR. ROPER-BARRETT, THE BRITISH PAIR, IN THE DOUBLES.



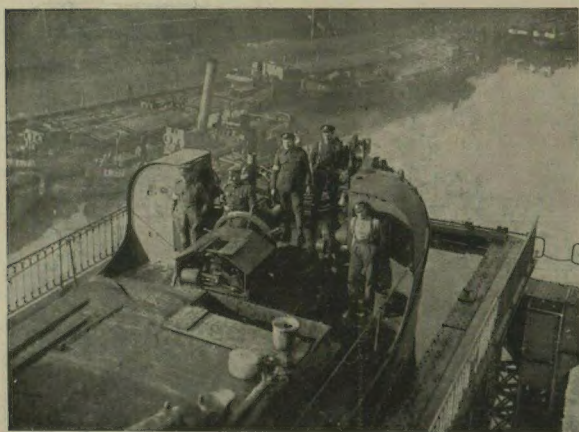
WINNERS OF THE DOUBLES IN THE DAVIS CUP TOURNAMENT: MM. GOBERT AND LAURENTZ.



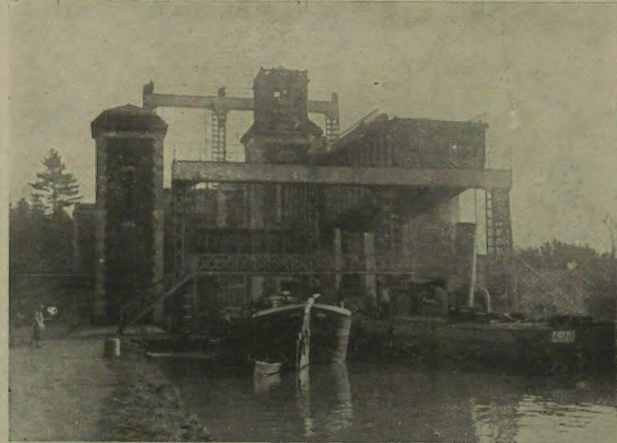
RAIL-MOUNTED FOR LAND WORK: A HUGE 14-INCH U.S. NAVY GUN.



ON THE LATEST TYPE OF RAIL-MOUNT, ENABLING IT TO FIRE IN ANY DIRECTION: A SIDE VIEW OF THE 14-INCH U.S. NAVY GUN.



ONE OF MR. A. W. GATTIE'S SUGGESTIONS FOR IMPROVING BRITISH RANSFORT: A LIFT FOR BARGES IN FRANCE.



A HYDRAULIC LIFT AS ALREADY USED IN FRANCE: BARGES ON A FRENCH CANAL ENTERING THE ELEVATOR.

In the lawn-tennis tournament at Deauville for the Davis Cup, the British Isles beat France by three events to two, and thus, qualified to challenge the holders (Australasia). In the Doubles MM. A. H. Gobert and W. H. Laurentz beat Messrs. H. Roper-Barrett and O. G. N. Turnbull — A new railway mounting for a 14-inch gun, designed by the U.S. Navy Department, was completed soon after the Armistice, and has just passed its official tests very successfully. This kind of Naval gun was used with great effect on land mounts in France.

The new mount enables it to be fired in any direction from a good railroad track, whereas the guns used in the war had to be mounted in pits. — Many ingenious devices for improving British transport methods have recently been suggested to a Board of Trade Committee by Mr. A. W. Gattie. On the subject of canals he said: "I should like to see a set of hydraulic lifts introduced for lifting barges up and down, instead of the present system of locks." As our photographs show, such lifts are already used on French canals.

FROM CHÂTEAU TO WOODEN HUT: THE LOT OF A FRENCH LANDOWNER.



CAMOUFLAGED "BY THE ENEMY WITH FOLIAGE, TO CONCEAL ITS WHITENESS: THE CHÂTEAU DE BOVE AS IT WAS WHEN THE GERMANS HELD IT.



AS IT WAS BEFORE THE WAR: THE SOUTH FAÇADE OF THE CHÂTEAU DE BOVE, IN THE AISNE.



AFTER ITS DESTRUCTION BY FRENCH ARTILLERY UNDER ITS OWNER'S DIRECTION: RUINS OF THE CHÂTEAU.



REDUCED TO A WAR-TORN WILDERNESS: THE PARK, AND (IN THE BACKGROUND) THE WOODEN BUNGALOW WHERE THE OWNER NOW LIVES.



THE PATRIOTIC OWNER OF THE CHÂTEAU: CAPTAIN RILLART DE VERNEUIL AND HIS WIFE, BEFORE THEIR PRESENT ABODE.

This is a typical case of the misfortunes brought by the war to French landowners. The Château de Bove stood near the Chemin des Dames, so named from the route taken by the daughters of Louis XV. when they visited the original house, later demolished during the Revolution. Captain Rillart de Verneuil acquired the estate some years ago, rebuilt the château, filled it with beautiful furniture and *objets d'art*. In 1914 he was Councillor-General of the Canton of Craonne, and Mayor of Bouconville. Five times during the war he found himself serving close to his château, which the

Germans had occupied. Later, they pillaged it and carried off the furniture. On April 15, 1917, French guns bombarded the house with big shells, under its owner's direction, reducing it to a heap of ruins. A special "citation" stated that "with absolute self-sacrifice he gave every information necessary for the attack on his own property and its destruction." Since he was demobilised he has devoted himself to reconstruction work. With his wife, who served as a nurse at Châlons, he now lives in one of two little wooden bungalows he has built in his devastated park.

THE WORLD OF FLIGHT

JOY-RIDING AND COMMERCIAL AVIATION.

By C. G. GREY,

Editor of "The Aeroplane."

SOME considerable time ago one expressed the opinion in this paper that commercial aviation would eventually grow out of joy-riding. On that occasion one estimated in some detail that out of the total population of this country some two million people would want the experience of having been up in an aeroplane, that a number of these would want to try it a second time, and that a very large proportion of the total number would go on joy-riding as often as they had the opportunity or could afford it; so that ultimately one might reckon that there would be some five million joy-rides to be given before the pleasure-flying market began to decline. The estimate was based simply on a knowledge of human nature, and not on any figures of any kind. Now, however, figures are to some extent available, and they seem to bear out the original estimate to a quite surprising degree.

Civilian flying in this country was to have begun on May 1; but, as a matter of fact, hardly anything was done actually until the beginning of June; and even now there is hardly any part of the country where pleasure flying is being exploited to its fullest extent. The one place where joy-riding has been organised on anything like a big scale is at Blackpool, where Major Gordon McMinnies, late R.A.F., is in charge, with only three or four pilots to help him. The service was originally started with ordinary Avro biplanes of the type which have been used in the R.A.F. for the last two years for training purposes, but altered so as to carry four passengers as well as the pilot. These machines were fitted with 110-h.p. Le Rhone engines, and, though they carried the load of five people quite satisfactorily, the officials at the Air Ministry were of the opinion that greater horse-power was needed, and so they only licensed the machines to carry two passengers and the pilot. In spite of this, these machines, taking up their two passengers at a time, carried at Blackpool 10,000 passengers during the months of June and July. It is true that the workpeople in the North of England are notoriously free-handed with their money when they have any, and that Blackpool is a wonderful pleasure resort for these people; but even the most sanguine believer in joy-riding would scarcely have believed that it was possible to induce over 1200 people a week to go flying at one seaside resort, considering that the cheapest trip is a guinea a head. Yet, in spite of the enormous number actually carried, one is told that never at any time during the day have the machines been waiting for passengers. On the contrary, there has always been a queue of passengers waiting for the machines.

The Avro people very quickly recognised that the demand for passenger flights was greater than the supply, and, as they could not operate a larger number of machines in the space available as an aerodrome on the sands, they naturally adopted the obvious course and decided to take up more passengers for each trip. The Air Ministry officials consented to allow the five-seater Avros to take up four passengers and a pilot on condition that they were fitted with 130-h.p. Bentley Rotary engines instead of 110-h.p. Le Rhones, and three of these machines arrived at Blackpool recently. The result was that three pilots on three machines took up 500 passengers in one day. This works out at approximately 166 passengers per machine

per day. Allowing that each machine carried its full load on every trip, this would mean approximately forty-two trips per machine and pilot during the day. Even allowing that each trip only took a quarter of an hour, including getting the four passengers into the machine, taking them off the ground, giving them their fly round, landing them safely, and getting them out of the machine again (which is really little enough), this means over ten hours' work in the day for each machine and each pilot; and still there was a queue of people waiting for flights.

One of the most interesting points about the success of joy-riding at Blackpool is that when the machines first started people were rather chary about trusting



THE AIR-FLIGHT DE LUXE: SHOWING THE INTERIOR OF A HANDLEY-PAGE PARIS-TO-BRUSSELS CAR.

It was arranged to start on September 2 a Handley-Page Transport Company service by aeroplane between London, Paris, and Brussels. The photograph shows the comfortable interior of the passenger cabin.—[Photograph by Sport and General.]

themselves into these strange-looking vehicles, having read so much about the heroism of aviators and the perils of aviation in the Press; but as the machines continued to operate day after day without an accident, and not only made the usual circular trips of a few minutes' duration round Blackpool, but actually flew regularly on a daily service between Blackpool and Manchester, the people began to realise that flying was nothing like as dangerous as they thought it was.

everyone knows the proverb "What Lancashire thinks to-day England thinks to-morrow."

Although Blackpool is by far the most successful of all the Avro joy-ride ventures, Avro joy-rides are going on all round the country. Some of the undertakings are actually run by the Avro firm itself, but quite a number of them are run by ex-officers of the R.A.F. who have bought Avro machines from the Disposal Board of the Ministry of Munitions and are running flying trips as a private speculation. Therefore, one cannot form a true estimate of the total number of passengers carried during the last month or two; but up to the first week in July those undertakings run by the Avro Company itself had carried 20,000 passengers in all without mishap to a single passenger. During the first week in August a fatal accident occurred in the course of a cross-country flight, in which the pilot was killed and one passenger was somewhat injured; but that accident was of a kind which is no more likely to happen under ordinary circumstances than a motor-car is likely to run off the road and overturn in a ditch. After all, the safety of any means of transport is reckoned in the number of passenger-miles covered without mishap, and knowing that the Avro people have conveyed 20,000 passengers without an accident, and reckoning that each passenger must cover approximately ten miles in the course of a flight lasting seven or eight minutes, it is quite fair to assume that 250,000 passenger-miles have been covered without mishap for this one fatal accident.

Still more extraordinary, perhaps, is the record of the big flying-boats, a type of craft which one firmly believes will be the first form of aircraft to be put to regular commercial use on a big scale. One of the most experienced of flying-boat officers remarked the other day that he had actual records proving that flying-boats had covered over a million passenger-miles without a fatal accident. The recent crash of the *Felixstowe Fury* apparently breaks that extraordinary sequence of freedom from accidents; but, at the rate of a million passenger-miles per death, flying certainly will have to be reckoned as one of the safest means of conveyance. It must be remembered also that out of the aforesaid million miles a great deal of it was actually covered during the war and immediately after the war in searching for mines and so forth, so that much of it was covered under Service conditions in weather in which ordinary commercial flying would not be done. In fact, the bulk of the flying-boat work in future will probably be done along the great rivers of the world, where there would never under any circumstances be waves which would wreck even the smallest boat. So that, when flying-boat services are established in remote parts where there are no railways, but plenty of rivers, one may reasonably expect to see even this million-mile record broken.



SHOWING THE EXTERIOR OF THE PASSENGERS' CAR ON AN AIR-FLIGHT DE LUXE: A LONDON-PARIS-BRUSSELS HANDLEY-PAGE COMMERCIAL AEROPLANE.—[Photograph by Sport and General.]

There was just a sufficient spice of danger about it to make people brag about their flying experiences, and yet it was obviously safe enough for anybody to take the risk once for the sake of saying they had flown. Consequently, to-day flying is rapidly becoming one of the popular pastimes of Lancashire, and, of course,

taking and into an ordinary means of transport from a period in which a journey in a motor-car was an uncomfortable and decidedly dangerous proceeding, one can see without very much effort of imagination how the enormous amount of flying which is going on at present will in time develop into regular commercial flying.

When one recollects how motoring developed into a commercial under-

BOLSHEVISM'S OPPONENT ON THE SOUTHERN FRONT: GENERAL DENIKIN.

GENERAL DENIKIN is the hero of a great adventure in South Russia, where he continues to defeat the Bolsheviks with the aid of the British. In the earlier stages of the campaign, in May, he captured, with his Volunteer army, 18,000 prisoners, 83 guns, and over 300 machine-guns, on the banks of the Don. Three weeks later, the Volunteer army had trebled its territory, and four Red armies had been thoroughly defeated, after losing half their number—22,000 prisoners, 150 guns, 350 machine-guns, and 4 armoured trains, with other booty falling into General Denikin's hands. The passage to the front of the splendid Iron Brigade, having 50 per cent. of officers in the ranks, and of two cavalry regiments dressed in British uniform, was the first evidence of British aid.



SALUTED BY THE CHIEF OF THE FRENCH MILITARY MISSION: COLONEL CORBEL GREETING GENERAL DENIKIN.

GENERAL DENIKIN is described by a special correspondent of the "Times" as being of medium height, thick-set, with a close-clipped grey beard, bristling moustaches, and big round forehead. In manner and speech he is directness and simplicity itself, a man of the people. His rich idiomatic Russian, with its slow, gentle intonations, is quite distinct from the language of the *intelligentsia* or the aristocracy. His big brown eyes light up suddenly under bushy eye-brows into a kindly, humorous smile, and give one the impression of a nature rich, generous, brave, and absolutely straightforward. Speaking of the present British policy in Russia, the General said: "It is so wise, so generous, it will not be forgotten for generations."



IN THE ROADWAY BENEATH THE CATHEDRAL AT EKATERINODAR: GENERAL DENIKIN.



SPEAKING ON THE RE-BIRTH OF RUSSIA: THE ARCHBISHOP OF TAURIDE.

At Ekaterinodar, where the British and French military missions have had their headquarters, a unique religious ceremony took place some time back on the occasion of the announcement by General Denikin, who has been beating the Bolsheviks in Southern Russia, that he acknowledged Admiral Koltchak as the supreme commander of the Russian armies. Our photographs, which have only just reached this country, show General Denikin on the occasion of the ceremony. The General is now receiving aid from British sources, in clothing, guns, and other material of war; but a special correspondent



LISTENING TO THE ARCHBISHOP'S SPEECH: GENERAL DENIKIN AND HIS STAFF.

of the "Times" with General Holman, head of the British Mission, after a recent tour of the territory wrested from the Bolsheviks, says: "Three things stand out clearly as the result of this journey. The first is that any British sympathy or aid is appreciated with an intensity and confidence that is almost embarrassing. The second is that medical aid is urgently required at the front, both for the Army and the civil population. The third . . . is the supply of manufactured goods, of which there is a total lack. A co-operative store I visited was simply crying out for British goods."

AT THE SUMMER CAPITAL OF FASHION: A POPULAR RENDEZVOUS FOR SOCIETY AT DEAUVILLE.

PHOTOGRAPH BY H. MANDEL.



WHERE OUR PREMIER AND HIS WIFE HAVE GONE FOR THEIR HOLIDAY: A GATHERING OF VISITORS AT DEAUVILLE, THE FAMOUS FRENCH RESORT.

Deauville, the most fashionable of French seaside resorts, has been as gay this season as ever it was before the war. The visitors are a cosmopolitan gathering of rank and fashion, and every language is to be heard three-cups German. A popular rendezvous, at midday, and at tea-time later in the afternoon, in the square by La Pinière, where the Elfe tables are flung with a well-dressed crowd gossiping over the events of the week. The famous "race-meeting" organized by the Société Hippique Française has proved an exceptional success, and among other

attractions was the lawn-tennis tournament, in which the British Isles recently beat France after an exciting contest by three events to two, thus securing the right to challenge Australasia for the Davis Cup. Badminton, of course, is a perennial amusement, and the place is renowned for the elegance of the costumes to be seen there. Mr. and Mrs. Lloyd George selected Deauville for their holiday this year. They took a cottage near, and went over with a party of friends a week or two ago.

To Paris in Two Hours and Twenty Minutes.

An Account by our Special Representative of the First Flight of the regular London-to-Paris Air Service.

THERE is no doubt that, of all tales for the young, the story of the Magic Carpet which enabled its owners to be transported from one quarter of the globe to another at will, and without the fares that render modern railway and steamship travelling so costly, made the deepest impression upon the mind of childhood, an impression that has left its indelible traces throughout life. How often has a *Wanderlust* been originated by the fascination of the appeal to the imagination which this narrative of rapid and easy travelling cannot fail to produce! And yet how few of us who were born in a period when even the now prosaic motor-car was undreamed-of, did not come down from the clouds of fancy and, with a sigh, regret that magic was only for the unreal and fantastic people of fairyland! Not for us the wonderful carpet, the rapid transition through space, the abolition of "distance." So we thought, until suddenly, like many other things once deemed impracticable, the full possibilities of aviation were brought into view.

And now those whose purse is long and whose needs are great can find a modern substitute for the means of transport devised by the genius of an Oriental story-teller. They at will can conquer space, and find the world laid out like a patchwork quilt for their inspection.

What would have been thought some forty years ago if anyone had seriously made the announcement that our business men would in a few years be able to have their lunch in London and their tea in Paris—that they would be able to work in the morning at their office, transact business in Paris, and return to London in time for dinner? And yet all this has now been rendered possible.

When I was asked to be one of the first passengers to Paris on the inauguration of the regular London-Paris service arranged by the Aircraft Travel and Transport Company, the invitation came at an opportune moment. There was some very urgent business that had to be transacted in Paris, and I was at my wits' end to know how the journey there and back was to be made without the loss of two complete days at a time when I could be little spared from London. The proposed seat in the first passenger aeroplane on the new service provided a perfect solution of the problem. The novelty of this form of transport also had charms which made the prospect doubly alluring, and it was with a glow of satisfaction at being able to combine business with pleasure that I wended my way to the aerodrome at Hounslow.

It must be confessed that there was something incongruous in the fact that, before being whirled through the air to France at a hundred miles an hour, one had to find one's way tediously by District Railway—with one change—to Hounslow, and then had to wait some considerable time for a tram to land one just outside the aerodrome gates. This method of getting to the aerodrome, it is understood, has been, or will be, altered, and a motor-car service instituted whereby passengers to Paris will be taken from a central place in London direct to the "departure platform."

On arriving at the aerodrome, impressive signs of those bugbears of all travellers—the Customs and the examination of passports—everywhere met the eye: notice-boards directing civilians to the Customs, and over the office itself the announcement in huge letters that here were to be found the Douane, Embarkation Station, Bureau de Contrôle, etc. But, after all, the formalities were of the simplest. After filling in the forms stating your nationality, with what object you were going to France, your age and the usual imperfections of the declaration form; and after replying that you had "nothing to declare," your luggage was handed up to you (that is to say, what passed as luggage, as any heavy articles are not encouraged), and you took your seat, a comfortable leather-covered arm-chair, and waited future events.

The "carriage"—I am now talking of the comparatively small Aircro 16, one of the machines used on the regular service of the Aircraft Travel and Transport Co.—contained four arm-chairs placed side by side in such a manner that if you were sitting with your back to the engine, your neighbour faced the opposite

way. The whole of the carriage before starting was roofed in by a sliding cover, with windows that could be opened or shut as desired. The result was that, though all the passengers were in very close quarters, there was nevertheless no discomfort, and, above all, one could keep dry and warm whatever the weather.

On the occasion of which I am writing the aeroplane did not start till thirty-five minutes after schedule time, as the coming of Major-General Sykes, who was to give this new service between the British and French capitals a send-off, was delayed. But this must be accounted exceptional, as it is the pride of the Aircraft Travel and Transport Co. that their 'planes shall start punctually and regularly in foul or fine weather.

So at 1 p.m. the pilot gave his instructions that the engine should be started up—an operation which was performed by a special engine-starter, shown in one of our illustrations of the journey; and at 1.5 the 'plane rose in the air after the preliminary run. In a short time we had reached an altitude of 2000 feet, and were well on our way; and we were gazing down on London, which appeared spread out on our left as far as the eye could see. Then came familiar places in very unfamiliar guise—Kenley, Tonbridge, Ashford, and the Garden of England, the County of Kent—looking like some surveyor's plans of country estates.

It must be acknowledged that, after the novelty of seeing cattle like ants, men like pin points, and

aerodrome where were clustered hundreds of German 'planes. In a few minutes we touched ground and were "taxi-ing" to the hangars, just two hours and twenty minutes from door to door, in spite of an adverse wind.

A car was waiting, and in a short twenty-five minutes more I was transacting the urgent business on which I had come in an office in the middle of Paris.

This was a typical run of the new service, and one cannot hope to describe adequately the interest, the sense of security, and the comfort which such a journey gives to the passenger—to say nothing of the time saved, the avoidance of the inconveniences caused by the change from train to boat, and then from boat to train again, with the usual scramble for places, and the irritating delays at the Customs, experienced in the train and boat journey from London to Paris.

The return journey on the next day, however, was not so typical. We left the office, in the Rue Scribe, of the American Express Company (who deal with all bookings for the service) in a car for the aerodrome. On arrival at the aerodrome we were warned that the weather reports were most unsatisfactory; that there was a very high wind, a heavy gale in the Channel, and squalls all the way—in fact, not at all flying weather, and the greatest discomfort was prophesied. However, as it was wished to establish the service as an all-weather one—a record that up to date has been

entirely maintained—Mr. Holt Thomas, the director of the Company, instructed the pilot to take the 'plane back at the scheduled time; and, as we all three intending passengers were anxious to return quickly to London, we decided that the discomforts should be faced.

In many ways the return journey was more varied and vastly more interesting than the other. The views from the "compartment" window were wonderful; at times it was found necessary to rise above the clouds, which were spread like a vast field of snow below us; another time we entered a terrific squall, with driving rain—a magnificent and impressive sight. Across the Channel it was very thick, and we had to descend as low as two hundred feet, at which altitude the major part of the "sea passage" was covered. Then, on reaching the English coast, the wind was so strong and it was so bumpy that the pilot had to rise to a considerable height to get relief. How much this relief

was required may be seen by the only message which Major Patteson had the time or inclination to hand in to us on the return journey. This message is published in facsimile on this page.

But, though there is no doubt that the pilot had a very hard time, it cannot be said that the passengers had to suffer discomfort to any extent; and at no time, whether in squall or cloud, was it possible to feel uneasiness—such a sense of security is given by the reliable machines and fine pilots of the Aircraft Travel and Transport Co.; machines and pilots that were regularly employed to take over members of the Cabinet and other important men during the sitting of the Peace Conference. And it was with a feeling of regret that, after three hours' run in weather conditions of the worst description, the passengers landed on *terra firma* once more.

There is little doubt that many will be tempted to make use of this service as passengers for the transaction of business where time is of vital importance; others will wish to cross over to Paris by air for the sake of the experience. But the taking of passengers is a minor consideration for the promoters of this service between the capitals. The primary object is that of carrying important parcels and urgent communications, which can reach their destination even more speedily than a telegram and at a much cheaper rate.

For instance, it will be possible to send a letter of a thousand words at the same cost and in less time than a short telegram. This should appeal to all business men, who so often have to go into full details, especially when dealing with foreign customers. It is as a mail-carrier that this service, which has already proved how reliable it is, should specially make itself indispensable; and the promoters of this new stage in methods of travelling well deserve the success which without doubt will fall to their enterprise. BRUCE S. INGRAM.

Hope you are O.K.
We are A.I.
JER / CN
We are making
a good crossing
quite enjoying
it

"HOPE YOU ARE O.K. WE ARE A.I.—WE ARE MAKING A GOOD CROSSING AND QUITE ENJOYING IT": THE PASSENGERS' MESSAGE TO THE PILOT ON THE JOURNEY FROM PARIS TO LONDON, IN FACSIMILE.

The return journey from Paris to London was made under specially unfavourable weather conditions. On the way out the pilot was able to keep up continual communication with the passengers; but on the way back, owing to squalls all the time, the above message was the only one that he was able to pass through.

I am having
hell—
but
we'll
get there
OK

"I AM HAVING HELL, BUT WE'LL GET THERE O.K.": A FACSIMILE OF THE PILOT'S REPLY TO THE PASSENGERS ON THE RETURN FLIGHT FROM PARIS TO HOUNSLOW.

motor-cars like slowly moving beetles, had worn off, there was a certain monotony in the view, a monotony that was only broken by the first sight of the sea.

After reaching Lympne, our pilot, Major Patteson, M.C., D.F.C.—who has made the journey to Paris and back some hundred and fifty times and who therefore knows the whole route as we know our back gardens—turned north and flew over Folkestone, starting his cross-Channel flight from the same place as the Channel mail service. In about seventeen minutes we were across; and although there was enough wind to make it certain that many people travelling in the usual way could not have had an enjoyable two hours, it is remarkable that all the way over the sea the aeroplane was perfectly steady.

But retribution came when the French coast was reached, when the steadiness of the 'plane came to an end. It was decidedly bumpy, and this bumping gives the feeling that one experiences when a lift suddenly descends and seems to leave part of one's anatomy behind. I gather that this "bumpiness" is not met with always, because Major Patteson—whose means of communicating with his four passengers was by passing written messages through a little "trap-door" in the partition behind his head, and who, in this way, kept up a running conversation with us—apologised for the uncomfortable movements of his machine. However, no one was disturbed.

In a twinkling of an eye, Boulogne was left behind; the Quai, once so familiar to those going and returning to the Front from leave, looking absurdly insignificant and toy-like with its midjet mail-boats alongside. Then came Etaples, with Le Touquet golf course almost unrecognisable from the height we were travelling; then Abbeville and Beauvais, both looking like the representation of towns one sees on a map; and then, almost before one could take it in, we were sailing over a huge

THE LONDON-PARIS DAILY AIR SERVICE: INCIDENTS OF THE JOURNEY.

DRAWN BY BRYAN DE GRINEAU FROM SKETCHES BY OUR SPECIAL REPRESENTATIVE, CAPTAIN BRUCE INGRAM, M.C.



1. "AN OPERATION PERFORMED BY A SPECIAL ENGINE-STARTER": THE STARTING-MACHINE ESTABLISHING "CONTACT."
2. "THE PRIMARY OBJECT IS CARRYING PARCELS AND URGENT COMMUNICATIONS": A "C.P." VAN DELIVERING AT HOUNSLOW AERODROME.

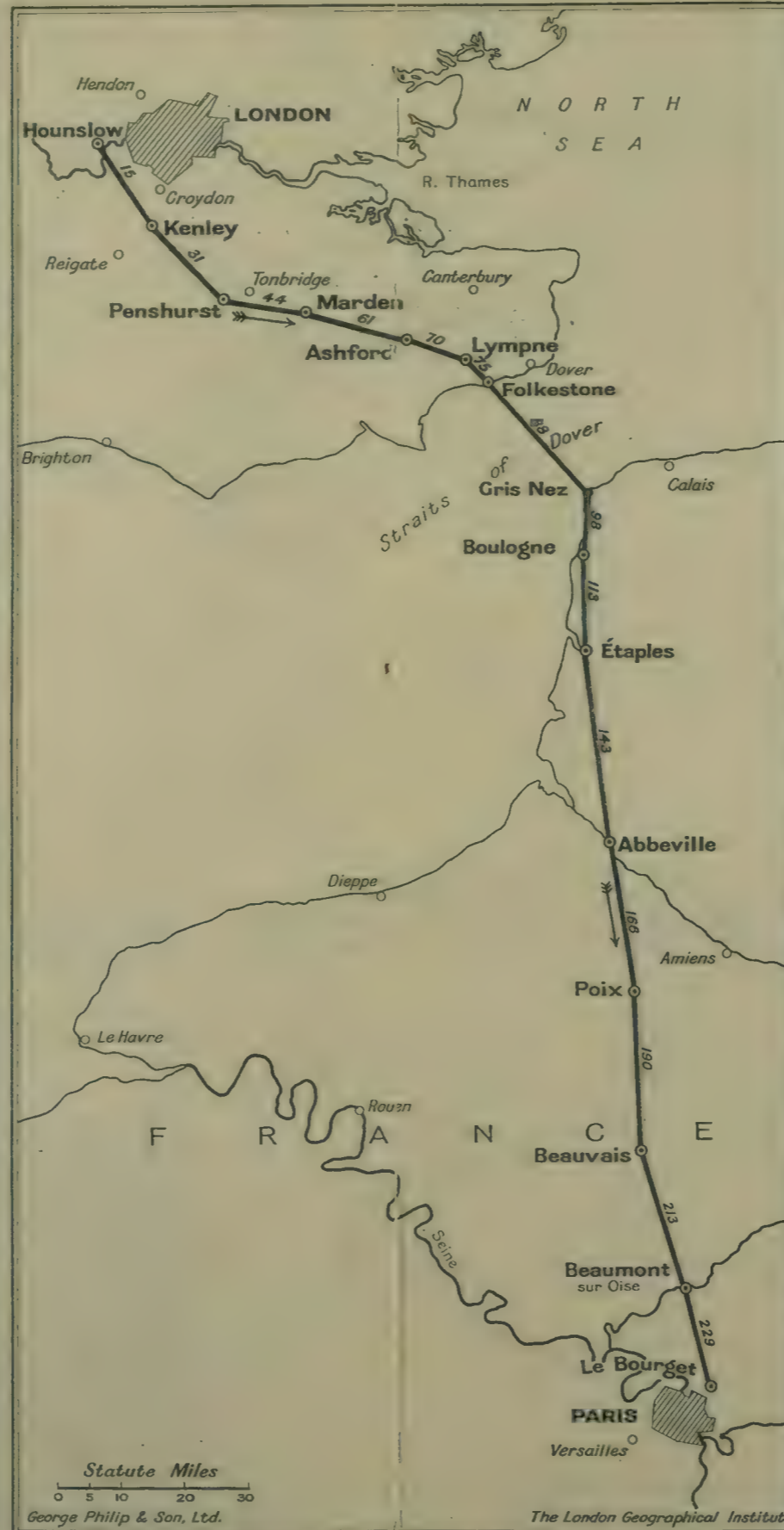
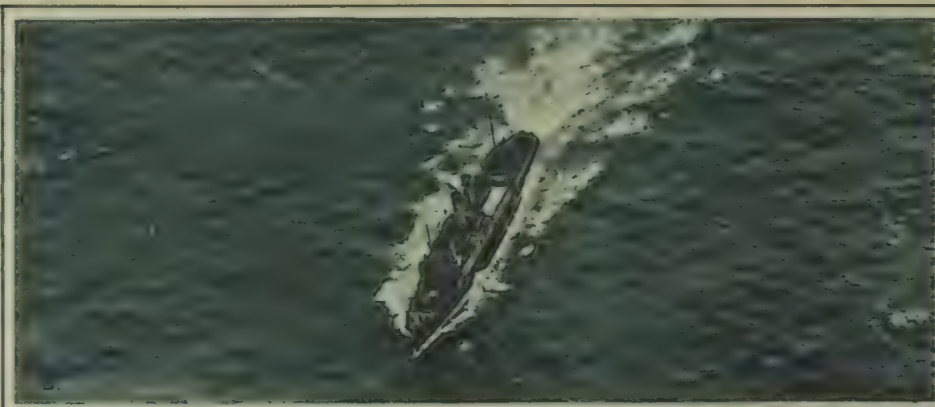
In an article given on another page the Editor of this paper, Captain Bruce Ingram, M.C., gives his impressions as a passenger in the Airco "K 130" during the flight which inaugurated the daily air service between London and Paris. "At the aerodrome," he writes, "impressive signs of those bugbears of all travellers, the Customs and the

3. THE MODERN CHANNEL CROSSING: PLANES THAT PASS IN THE AIR—THE OUTWARD AND THE HOMEWARD BOUND.
4. "SQUALLS ALL THE WAY": THE AIRCO "K 130" APPROACHING HOUNSLOW AERODROME AFTER A STORMY RETURN FLIGHT.

examination of passports, everywhere met the eye . . . but, after all, the formalities were of the simplest. . . . At 1 p.m. the pilot gave his instructions that the engine should be started up—an operation performed by a special engine-starter." The return journey was made in bad weather—"squalls all the way."—[Copyrighted in U.S.A. and Canada.]

THE NEW WAY OF CROSSING THE CHANNEL: WHAT AN AEROPLANE-PASSENGER SEES BETWEEN LONDON AND PARIS.

PHOTOGRAPHS (TAKEN FROM AN AIRCO 16) BY BRITISH ILLUSTRATIONS, LTD.; MAP SPECIALLY DRAWN FOR "THE ILLUSTRATED LONDON NEWS" BY MESSRS. GEORGE PHILIP AND SON.



1. "OUR PILOT TURNED NORTH AND FLEW OVER FOLKESTONE": AN AIR-VIEW OF THE TOWN.
2. THE OLD WAY OF CROSSING THE CHANNEL: A STEAMER SEEN FROM THE AIR.
3. "IN THE TWINKLING OF AN EYE BOULOGNE WAS LEFT BEHIND": THE HARBOUR AND DOCKS.

4. A DISTANCE ACCOMPLISHED BY AIR IN 2 HOURS, 20 MINUTES: THE ROUTE OF THE DAILY AEROPLANE SERVICE BETWEEN LONDON AND PARIS.

5. SEEN THROUGH A GAP IN THE RAIN CLOUDS: ABBÉVILLE FROM AN AIRCO AEROPLANE.
6. "THE CLOUDS WERE SPREAD LIKE A VAST FIELD OF SNOW BELOW US": A STORM OVER FRANCE.
7. UNIMPRESSIVE FROM THE AIR: A BIG FACTORY FIRE ON THE OUTSKIRTS OF BEAUVAIS.

The fact that the new daily air service between London and Paris is an "all-weather" one was demonstrated on the return journey from Le Bourget to Hounslow of the machines which made the inaugural flight. Describing his impressions in an article elsewhere in this number, the Editor of this paper, Capt. Bruce Ingram, M.C., who was one of the passengers, writes: "On arrival at the aerodrome we were warned that the weather reports were most unsatisfactory; that there was a very high wind, a heavy gale in the Channel, and squalls all the way—in fact, not at all flying weather, and the greatest discomfort was prophesied. However, as it was wished to establish the service as an all-weather one—a record that up to date has been entirely maintained—Mr. Holt Thomas, the director of the Company, instructed the pilot to take the

plane back at the scheduled time; and, as we all three intending passengers were anxious to return quickly to London, we decided that the discomforts should be faced. In many ways the return journey was more varied and vastly more interesting than the other. The views from the 'compartment' window were wonderful; at times it was found necessary to rise above the clouds, which were spread like a vast field of snow below us; another time we entered a terrific squall, with driving rain—a magnificent and impressive sight. Across the Channel it was very thick... though the pilot had a very hard time, it cannot be said that the passengers had to suffer discomfort to any extent; and at no time was it possible to feel uneasiness—such a sense of security is given by the reliable machines and fine pilots."—[Copyrighted in the United States and Canada.]

BOOKS OF THE DAY

By E. B. OSBORN.

A NEW treatise by Professor Alfred Marshall is a political event. He was one of the first economists to dispense with the fiction of Adam Smith's "economic man"—an inhuman invention whose only attribute was an itching palm—and to show that every equation of the market-place includes psychological factors, which have little or nothing to do with the plain process of buying in the cheapest and selling in the dearest market. It is true this method of humanising economics makes his conclusions vague and tentative as a rule—a tariff, for example, becomes in his hands little more than a fiscal "if" with as much vice as virtue in it—and leads to the loss of all that cold, calculated, clear-cut precision which is a fascinating characteristic of the classical writers. This loss of clearness is really a gain, seeing that the "neat solutions" dear to the mathematical mind do not occur in industry and trade, and still less in the vast and ever-enlarging domain of State finance. With Professor Marshall what used to be called the dismal science becomes an art of evaluating the force of human motives in all forms of "business," and he bears the colossal burden of his knowledge so gallantly, and is so adroit in producing the right historical precedent, whatever the problem under discussion may be, that he is always winning new disciples—especially among the members of the younger generation who suspect that economics is made for men, not men for economics, and find their suspicion confirmed in almost every page he has ever written.

Professor Marshall's new treatise, "INDUSTRY AND TRADE" (Macmillan; 28s. net) is described on its title page as "A study of industrial technique and business organisation; and of their influences on the conditions of various classes and nations." The complexity of the subject, and the way in which it is illustrated with actual object-lessons drawn from every age and clime, make it one of the books which I must be content to view rather than review. But this, at least, can be said of it—a very definite "moral" seems to emerge in Appendix P, which contains some observations on the possibilities of the nearer and further future. Professor Marshall is convinced that personal initiative, the pivotal force in all economic progress, must never be sacrificed to grandiose schemes of State control. "The industries in which Government Departments and Local Authorities have succeeded," he writes, "are few in number but important. They are mainly concerned with things 'that sell themselves'; that is, things which are in large demand, and more or less standardised by natural causes. The chief of them are connected with facilities for transport, and the distribution (by aid of way-leaves) of water, light and power; they all meet elementary needs; call for little or no adaptation to changing habits, or varying tastes; and make use of plant the central ideas of which have been worked out by private enterprise and gradually become common property." In a foot-note he quotes—with approval—the sarcastic remarks of an American authority on the slowness of Government experts to discover what has already been discovered by private enterprise:—"The telegraph, the telephone, the electric light, the railroad track, the locomotive, the air brake, the block signal system were all introduced by private companies; in most cases it took Government experts from ten to twenty-five years to discover them after they had been in use on private lines." Mining, in the Professor's opinion, is not one of the industries

that can be safely nationalised. Though the miner merely transports a product from one place to another, and does not make it, yet the selection and organisation of underground routes require decisions to be taken on important details which are presented in manifold combinations and are not easily reduced to rule. So it is not surprising that even the strong German bureaucracy (before the war) got but meagre profits from its coal mines, though it was by no means generous to its employees. One insidious evil of departmental operation, which Professor Marshall points out, is the way in which serious losses can be distributed and hidden under such a mass of detail that only a judicial inquiry can elicit the truth and discover who are responsible for the camouflaged failure. A bureaucracy resembles the cuttlefish in that it can almost always escape from its hostile critics by a timely and vigorous effort of ink-shedding. This at least is seen to be unquestionable truth in the *siccum lumen* of our greatest economist's masterly investigation of modern industrial conditions—that no industry, which depends on inventiveness for its further development, can be controlled by a bureaucracy without ruinous consequences. Is it possible to believe that any Government department could ever have carried out the prolonged and costly experiments which enabled Watt, Boulton, and Murdoch—the three

tournament players that ever lived, and perhaps the most brilliant chess genius since Morphy. He won the great Berlin Tournament of 1897, and left an undying reputation which prompts Mr. Sergeant (an accomplished man of letters as well as a player in the front rank of English amateurs) to quote A. E. Housman's truly Hellenic tribute "To an Athlete Dying Young"—

Smart lad, to slip betimes away
From fields where glory does not stay,
And early though the laurel grows,
It withers quicker than the rose.

The comparison of Charousek with Morphy is always cropping up. Hoffer, to take an example, when writing the young Hungarian master's obituary, touched on Morphy's transcendent greatness, and went on to say: "Charousek was probably his superior—superior, we say advisedly, for Morphy played chess before he knew his alphabet and beat Löwenthal when twelve years old, while Charousek played in the Nuremberg International Tournament of 1896, scoring five and a half games against the prize-winners, only one below Lasker, who scored six and a half; and five years before he did not know the moves." Mr. Sergeant has collected

all Charousek's recorded games and annotated them with an insight which proves him an analyst of real ability—a form of critical capacity which is infrequent even among the masters. He makes no attempt to label Charousek with the name of any particular school. Like Morphy, Charousek had an extraordinary power of combination, though, as Mr. Sergeant points out, in Morphy's case this power more rarely broke down. But after playing over the wonderful series of his victorious games at the Berlin congress, I lean to the belief that he was essentially an ultra-modern constructionist who had an exceptional knowledge of the books, but did not worry about keeping the draw in hand, as was the habit with masters of the Vienna school. Those who have a passion, as I have, for chess in the grand style should lose no time in acquiring this excellent collection of chess masterpieces.



THE LATEST ADDITION TO THE BRITISH NAVY: THE CRUISER "CALCUTTA."

Our photograph shows the first-class cruiser "Calcutta" returning from her trials. She is the first addition to the British Navy since the Armistice, and was built at Barrow by Messrs. Vickers.—[Photograph by G. A.]

famous pioneers of industrial progress who rest after their sacrificial toil and toil in Handsworth Church—to create the modern steam-engine and so multiply the production of wealth many times over? In the further future, it may be, public spirit may take the place of self-interest as the strongest of market-place motives. Professor Marshall, like all others who believe that human nature changes slowly but surely for the better, cherishes this bright, elusive hope. But he clearly does not accept Mr. Sidney Webb's belief that the higher altruism can be at once achieved by Act of Parliament.

The Victory Chess Tournament at Hastings has set some of us wondering why England cannot produce a Capablanca or even a Kostich in spite of the ever-increasing multitude of chess-clubs and chess-players. However that may be, it is a fact that such triumphant masters as Morphy and Charousek and Capablanca are born, not made, for that high vocation, which is so puzzling to the profane crowd of non-players. Such seems to be the chief lesson conveyed in the charming biographical introduction to "CHAROUSEK'S GAMES OF CHESS" (G. Bell and Sons; 7s. 6d. net), by Philip W. Sergeant. There is nothing more remarkable in the history of chess than the achievements of Rudolf Charousek, who came to master strength without any practice with really first-rate players, and, though he died at the age of twenty-six, yet proved himself one of the greatest

this excellent collection of chess masterpieces.

The holiday-maker who wants to be entertained by a man of more worlds than one will be glad of "IF I WERE YOUR FATHER" (Duckworth; 2s. net), by Seymour Hicks. It is a collection of aphorisms—"a granary of unquakerly oats"—which would, I think, help any young man to avoid becoming a prig or a snob or a prude and so to make the best and most of his brief stay in this sublunary sphere. Sometimes, as when he exclaims "Once married, twice fly!" Mr. Hicks sinks to the level of the maker of trick epigrams for music-hall consumption. But here is a priceless piece of observant wisdom: "A really experienced woman, when keeping a clandestine appointment, will never bother to sit back in a taxi, so as not to be recognised. She will breathe on the glass. Therefore never look inquisitively at dimmed panes." The observer goes on to say that the Regent Park inner circle (where I counted nine circulating taxis the other evening!) is the only circle that love can ever square. The useful tips from this off-his-Chesterfield are so numerous that quotation seems an insincere form of flattery. But there is great profit to be gained from acting on the advice "Clean up your desk each day," seeing that "it may be true that eighteen out of twenty letters answer themselves, but you will probably get into more trouble over the other two than you would have had in replying to the eighteen." Admirable advice, and I mean to take it myself—next week.

"HOW I MADE £1000."**PELMANIST'S SENSATIONAL SUCCESS.****FULL DETAILS.**

THE extraordinary practical value of Pelmanism to all who conscientiously practise this remarkable system of scientific mind-training is illustrated by a letter which has recently reached the Pelman Institute.

This letter is from one who has gone through the Course, and who now writes as follows:—

"I have cleared over £1,000 from an idea which materialised by the Pelman methods. This will quadruple itself during the remaining months of this year, so you will understand better than I can write it the gratitude I feel towards the Pelman Institute."

VALUE IN IMPORTANT PROFESSIONAL WORK.

This particular Pelmanist enrolled for the Course—which is not, it should be remembered, merely a set of books, but is a definite system of instruction and training directed through the post by expert psychologists and instructors—in the autumn of 1917, and immediately proceeded to go through the lessons and practise the exercises.

The training he thus acquired he soon began to put to practical use.

At the beginning of the present year he wrote to the Pelman Institute giving a detailed and most interesting description of one of the uses to which he has put Pelmanism in the important professional work in which he is engaged, and showing, amongst other advantages, the great increase in accuracy and the immense saving in labour and in cost which has resulted from the introduction of Pelman methods in his work.

"NEVER MET ANYTHING HALF SO INTERESTING."

In March last, in sending in his final work-sheet for correction, this Pelmanist gave the following account of the benefits he has derived from the Course, which shows incidentally how *interesting*, as well as profitable, he found it—

"I am a better man," he says, "mentally, morally, and physically. I view people and questions more kindly, having a deeper perception and sympathy for 'the other side.' I never now have any empty days, am glad I was born into such an interesting world, and have never met anything in it half so interesting as your Course. You have not allowed me sufficient room to detail the benefits I have actually received, and my pen would not do justice to it."

And now, a few months later, comes his letter quoted at the opening of this article, in which he states that the

Pelman training he has received has already brought him in over £1,000, with the prospect—he speaks of it as a certainty—of securing £4,000 more before the end of the year, a gratifying return indeed for the small sum expended in enrolling for the Course.

RICH OPPORTUNITIES AND PROSPECTS.

It is not suggested that every reader who signs an enrolment form and takes the Course will immediately secure such a large return. At the same time, there are undoubtedly very rich opportunities to-day for men and women with trained and efficient minds in every field of business, professional, and industrial work, and there is certainly no reason why you personally—should you accept the practical help now offered to you by Pelmanism, and thus develop to the fullest extent those mental qualities which make for success—should not profit from these opportunities to the extent of far more than £1,000. At the very least you should win your way to a doubled income and a higher position in your particular Business, Profession, or Industry. You will find in the "little grey books" and in the instruction given by correspondence the information which will enable you to raise yourself to a higher level of intellectual efficiency and income-earning power. All you will have to do will be to apply that information to the particular circumstances of your life.

BUSINESS BENEFITS SECURED.

The remarkable business advantages—of course, there are many other advantages, intellectual, social, and so on—secured by those who practise Pelmanism are described in the immense number of letters constantly reaching the Pelman Institute from men and women who have DOUBLED, TREBLED, AND EVEN QUADRUPLLED THEIR INCOMES as the result of taking the Course. In the following letters a number of men and women report the great business benefits they have secured after a short course of Pelmanism—

Salary Doubled.

After taking up Pelmanism for about three months I was offered a very high post in the firm in which I am employed. This advancement, which incidentally doubled my salary (which was not inconsiderable before), I attribute entirely to Pelmanism.

DEPARTMENTAL MANAGER.

£50 Increase.

It may interest you to know that as the direct result of the Course I have received £50 increase in salary since sending in my last lesson.

MANAGER.

Doubled Pay.

Since completing the Course I have obtained a position with a salary exactly double that which I was previously in receipt of, and I am still cheerfully advancing with more confidence in myself than I ever dreamed of possessing.

CLERK.

A Woman's Tribute.

I have been appointed Lady Superintendent over the 100 women we have left, and have had my salary raised (writes a lady). I am enjoying the work and responsibility. This I put down chiefly to the result of taking your course of Mind and Memory training, and the great number of benefits derived from this. I have thoroughly enjoyed the Course, and am exceedingly sorry that it is finished. From a WOMAN-WORKER.

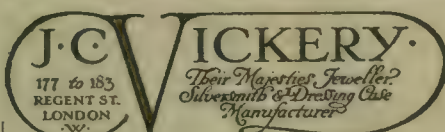
FIRMS ENROLLING THEIR ENTIRE STAFFS.

So great are the business advantages which follow from Pelman training that many leading firms are enrolling their entire staffs for the Course, knowing that the initial cost of the fees will be repaid over and over again in the increased efficiency of their employees. As many as 165 members of a single business have been enrolled in this way simultaneously. And everywhere Pelmanism is bringing to those who practise it increased efficiency, swift promotion, widened opportunities, and higher incomes and profits.

FULL PARTICULARS—FREE.

Those readers who would like to learn further particulars of this wonderful Course before deciding to enrol should call at the Pelman Institute to-day and see one of the members of the staff. You can ask any questions you like and obtain the full information you require. No obligation is involved, and no one is pressed to enrol. Or, if you cannot call, send a post-card (or letter) to-day to the Pelman Institute, 53, Pelman House, Bloomsbury Street, London, W.C.1. Then by return you will receive, gratis and post free:

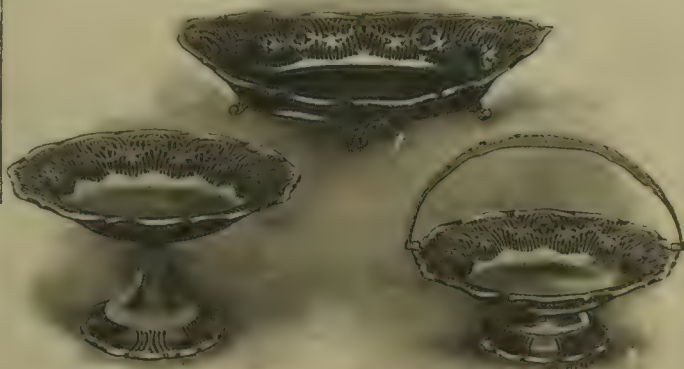
1. A copy of "MIND AND MEMORY," which contains a full description of the Pelman System.
2. A reprint of "Truth's" special Report on the work of the Pelman Institute.
3. A form enabling you to enrol for the complete Course on special terms.



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Immediately the meal is finished, pass the "Crème de Menthe" round. Pascall Crème de Menthe, the little round sweet, with the true Crème de Menthe flavour. They will be so appreciated. The flavour is captivating and refreshing, and they have a good and immediate effect on the digestion.

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SCIENCE JOTTINGS.

AERIALS AND HELIUM.

THE voyage of *R 34* across the Atlantic seems to have proved that if, as we all hope, transport by air is to become what is called "a commercial proposition," the vehicle employed for long distances will be an airship and not an aeroplane. The lighter-than-air machine alone can carry a sufficient weight of goods to make the journey profitable; by rising at once above the clouds and currents of the lower atmosphere it can ride out any storm; it can descend—in fair weather, at any rate—as gently as it pleases; and it is beginning to be thought that it will eventually be possible to moor it as a ship is moored in the open, and to take it into its huge hangar or shed only for repairs or overhaul. It will thus be practically independent of weather and contrary winds, and its perfection will be to the navigation of the air what the invention of steamships was to that of the sea.

The use of the airship had, however, for some time one terrible drawback. Hydrogen, the lightest of all gases, was naturally made use of during the war by the Germans for the inflation of their enormous Zeppelins and by ourselves for the smaller dirigibles popularly known as "blimps." But hydrogen, besides being the lightest, is the most inflammable of all gases, and the catastrophe of the last Zeppelin raid showed how unsafe was its use in time of war. Nor is the danger much more than lessened in time of peace. Although there are then no bullets from anti-aircraft guns to pierce the envelopes, or bombs from hostile aeroplanes to wreck the structure, the very lightness of hydrogen makes it impossible to contain it for long in any envelope. Hence there is always a certain amount of leakage from the ballonets or small balloons in which it is stored, and the mixture of a small quantity of hydrogen with atmospheric air forms a dangerous explosive. Given contact between this and a spark from the directing engine, and there is no reason to dwell

on the inevitable result. The only effective way of overcoming this drawback hitherto discovered is the abandonment of hydrogen as the lifting power and the substitution for it of helium.

Now the history of helium is one of the romances of science and a source of pride to every Englishman. It was first noticed by Sir Norman Lockyer in the spectrum of the sun—whence its name—and its presence on earth discovered by Sir William Ramsay in the rare mineral

temporary the *Revue Scientifique*, moreover, it would seem that Sir William Ramsay then suggested for the first time that it should be applied to the inflation of airships; and before long this suggestion was made practical use of. As it is the next lightest gas to hydrogen known, its lifting power is hardly inferior, while it is entirely unflammable and quite easy to handle. Hence it is the ideal gas for giving lifting power to lighter-than-air machines, and in time it seems probable that it will be the only one used. The great trouble hitherto has been the difficulty of obtain-

ing it, since the amount diffused through the atmosphere is relatively very small, and its presence in springs like those of Bath (whence Sir William Ramsay recovered it) is not very marked. Lately, however, it has been found to exist in much larger quantities in the vapour of petroleum springs; and the United States Government, with characteristic energy, set to work during the late war to erect factories for its production from that source. The petroleum wells of Kansas proved peculiarly rich in it, and by the time of the Armistice two out of the three experimental factories set up by the States had in store 5000 cubic metres of helium ready for export to Europe.

The cost of obtaining this was, of course, great. Up till now the process employed is the liquefaction of the gas by refrigeration, which demands great quantities of the liquid air discovered by another celebrated English chemist, Sir James Dewar. By this means, and by what is known, after its discoverer, as the Linde process, the cost works out, according to the journal just quoted, at twenty francs the cubic metre, although it is hoped soon to reduce this to four francs.

As Brigadier-General Maitland has just informed us that the goods-carrying airship of the future will have a lifting capacity of 200 tons, and will require 10,000,000 cubic feet of gas for its inflation, the cost will be a pretty sum for any mathematically minded reader to work out.

F. L.



AN IDEAL WINTER RESORT WITHIN FOUR DAYS' VOYAGE OF ENGLAND: FUNCHAL, MADEIRA, FROM THE NEW MOTOR ROAD.

Madeira, with its lovely climate, little over three days' voyage from England, is an ideal winter resort, and is preparing this year for a busy season. Funchal possesses an English church and club, and the chief hotels, which are also English, offer accommodation at moderate prices. The Casino has a fine ball room, where a Spanish orchestra will give daily concerts, while among other attractions are lawn-tennis, sea-bathing in warm water, and motoring by new roads through magnificent scenery. Intending visitors would be wise to apply in good time, either to Messrs. Thomas Cook and Son's agencies, or to the Union Castle and Booth lines.

known as cleveite. Later, the same distinguished chemist found it to be one of the rare gases of the atmosphere; and Sir Ernest Rutherford and others have shown it to be given off in the automatic disintegration of radium. In a letter of Jan. 28, 1915, just published in our con-

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LADIES' NEWS.

A LADY who has been to Paris by aeroplane says the experience was a thrill from start to finish, and that she loved it. Apparently she saw very little; a peep at the sea she did have. She had dressed in a leather coat lined with lambswool, and a leather helmet also warmly lined, and suffered no cold. It was apparent that the chief joy of the trip was the safe landing; and it was noticeable that the return journey was not made by aeroplane, but by the prosaic boat and trains. It will be some little time before members of our sex travel by air for other reasons than excitement and advertisement. If it were only that we cannot hear ourselves speak, mankind would say that it would be enough to keep us out of aeroplanes for mere pleasure. The method of transport is as yet only for emergency.

Panniers are going to appear in fashion's path very humbly. Some of the new autumn models have arrived, and panniers are in tulle and chiton, and embroidered net on dresses of panne, peau-de-soie, and heavy crêpe-de-Chine. Women have so long made a speciality of slender hips that a sudden widening, or appearance of so doing, would shock us too much, so the pannier, which will be a vogue and will quite alter our outline, puts in a modest thin edge of its wedge with ethereal little things that are quite trifling. There is not the smallest indication that what are called the "shameless styles" will be adopted here. They find no favour with the best class of French woman, and there begins a decided campaign here and across the Channel to make a very distinct line of demarcation between dress for women of the half-world and those of the upper circles.

Already many people are gleefully making plans for wintering abroad—a prospect open to very few during the past five years. Monte Carlo will attract again, and the German visitors whose dowdy dress and penurious ways irritated the susceptibilities of French and English will be absent. The Hôtel Métropole at Cannes and Monte Carlo will open on Nov. 1, and rooms are already being booked. Its best friends cannot point to too many excellences in our British climate from November to May. A little while in the sun and in bright surroundings helps through a lot of dull days at home. Madeira is claiming much attention from winterers abroad. It has a marvellous climate and most glorious mountain scenery, very comfortable hotels, and lots of amusement. Bookings by Yeoward and other

lines are brisk. So many of us are anxious about the health of relatives who have been knocked over by the war itself or its worries that a trip to Madeira and a stay there is a golden opportunity not to be lost.



TWO TAILOR-MADE MODELS FOR COUNTRY WEAR.

These two tweed coats-and-skirts show Fashion's ideas for country wear. The model on the left is carried out in golden-brown homespun, trimmed with tangerine and black checked material. The figure on the right wears a tartan skirt under her olive-green homespun coat, on which the plaid reappears as a collar, front panel lining, and trimming for cuffs and pockets.

The wedding of Lady Helena Cambridge to Major Evelyn Gibbs was, after all, fixed for the 2nd inst. The Marquess and Marchioness of Cambridge did all they could to persuade the King and Queen not to come South for it, as they realise how much their Majesties stand in need of a holiday. Queen Alexandra arranged to be present, and any other royal personages within reach. It took place in St. George's Chapel, and the guests, between four and five hundred, were entertained after the ceremony at Frogmore House, lent by the King. There was great interest in seeing it, as it has been lived in by so many historical personages since it was built for Princess Charlotte. Lord and Lady Cambridge and their sons and daughters are very natural, genial, and simple people, and have shed their royalty, for British nobility, with the utmost cheeriness. The Queen's brothers share with her Majesty that common-sense and freedom from frills that make our First Lady so thoroughly respected and loved.

A simple, unpretentious wedding was what Lady Helena Cambridge desired and managed to have, albeit it was in the stately and historic St. George's Chapel, Windsor—the chapel, too, of the Knights of the Garter. There was only one titled bridesmaid in the half-dozen who attended her, and that was her cousin Lady May Cambridge, daughter of the Earl and Princess Alice of Athlone. The bridegroom's side was well represented by a cousin and two nieces, and a cousin page; the other page was Master Henry Legge Bourke, son of the Hon. Mrs. Edric Forester by her first marriage, and grandson of the Marquess of Lincolnshire. There was no fuss about presents. A few of the royal gifts were mentioned by those who saw them. It was Lady Helena's express wish that no list should be published, and she was not a little disconcerted that papers would put "Royal Wedding" in describing hers. In future, only the weddings of the King's daughter and sons can correctly be described as Royal.

There has been, and there will be, murmuring against boots and shoes bought promiscuously, because through them so many evils are contracted. Wet feet are responsible for hundreds of the ills that human flesh is liable to. Attracted by smart footwear, young people buy what looks well rather than what is good and reliable. A wet morning, followed by a day in boots or shoes permeated with damp, which is absorbed hour after hour, has begun many a life-long mischief. A sure way of securing dry feet, especially valuable with regard to children returning to school, is

(Continued next).

NEW SPORTS JUMPERS FOR HOLIDAY WEAR.

We are specialists in Knitted Sports Coats and Jumpers. Every garment in this section is made under the supervision of our expert, who has made a life-long study of knitted goods.

FLEECY ALPACA WOOL COAT, as sketch, in a well-assorted range of colours, with contrasting border, etc. Very soft and warm and quite light in weight.

Price 6 Gns.

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TEAROCK in accordion pleated Crêpe-de-Chine, yoke and sleeves trimmed with soft frills of cream nixon, caught in at the waist with self-plated girdle. In all colours and black.

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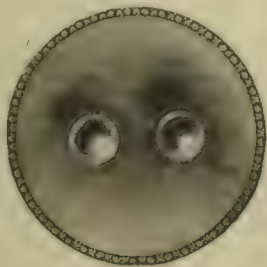
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(Continued)

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A BRIDE OF THE WEEK: SIR ARTHUR NICHOLSON'S DAUGHTER.

The marriage of Miss Christine Mary Nicholson, only daughter of Sir Arthur and Lady Nicholson, Highfield Hall, Leek, Staffs, to Mr. Peter L. Kiek, elder son of Mr. and Mrs. L. H. Kiek, was fixed for September 4th.

Photograph by Vandyk.

requiring Dripped it is easily purchased; but its genuineness must be insisted upon, and the purple diamond mark stamped on every few inches of a sole is the only guarantee. In our climate Dripped footwear is a necessity, and also a great comfort.

We ought to be a determinedly cheerful people to get along at all these times. One paper discants on income tax rising to 11s. in the £1; another says your 4 lb. loaf will cost 1s. 6d.; another that milk will be 1s. a quart;

yet another that clothes at any price may be unattainable, and that no one will receive anything like their full ration of coal. Take us all round, with these many forms of ruin threatened, we are cheery; for we decline to believe that any of the threats will come true. Economical we can and will be, and that with much better grace when we see that the Government is co-operating. As to dress this winter, it will be expensive; the plan of campaign should be little, and that thoroughly good. Materials are beautiful; some of the new ones already shown are perfect in colour, texture, lightness, and warmth. The price is the fly in the ointment. However, one dress of these beautiful fabrics will outlast many of the materials we used to get. The old peace-time idea of new frocks for every occasion must give way to the post-war idea of one, or at most two, frocks for a season; and not all of us will be able to afford four brand-new ones in a year. The Queen and Princess Mary set a good example of wearing the same dress many times during last season. It was followed by many women of light and leading; but these frocks which have to bear for many weeks the climate and the gaze must be bought at first-rate houses, where style is always in advance, and cut, make, and material are unexceptionable. The little dress-makers will doubtless suffer for lack of low-priced fabrics; but they are always useful for furbishings, and these, well and wisely done, effect a considerable change in costume at small cost. There are few wardrobes ever quite attenuated.

Our controllers do queer things to us. A friend, allowed for her small house seven tons of coal a year, was told when she applied for the last half-ton that it had been cancelled, and she must count her next delivery into the next year's ration. She had diligently and consistently economised and depended on the last half-ton for her necessary summer

cooking and jam-making. Her neighbour, in a similar-sized house was similarly rationed, and burned through hers in eight months. For one reason and another, more or less trumped up, as she smilingly acknowledged, she got a further ton and a-half. It does not seem wise to penalise the conscientious and economical, yet this is but one instance out of thousands where it has been, and is being done.

A. E. L.

"The Joy Bells of Peace" valse, composed by Mr. Fernand Krish in aid of St. Dunstan's After-Care Fund for Blinded Soldiers and Sailors, is proving to be a most popular melody. Copies have been accepted by the Queen and Queen Alexandra, and the valse is being played by some five hundred seaside, restaurant, and dance orchestras. Those wishing to present this novel Christmas souvenir can obtain a sample specimen from the Music Department, St. Dunstan's Day Office, 306, Regent Street, W. 1.



A NEW PORTRAIT OF A BRIDE-TO-BE: LADY MOIRA GODOLPHIN OSBORNE.

Lady Moira Godolphin Osborne, whose engagement to Captain Oliver Lyttelton, D.S.O., M.C., was recently announced, is the youngest daughter of the Duke and Duchess of Leeds.—[Photograph by Swaine.]



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JOHNNIE WALKER (to facetiously cautious friend): "Never look a gift horse in the mouth."

Host: "Thank your lucky stars to get it—just as you would a bottle of 'Johnnie Walker.'"

FROM NATURE'S STORY-BOOK: A SEASIDE CHAPTER.

(See Illustrations elsewhere.)

And Nature the old Nurse took
The Child upon her knee,
Saying, "Here is a story-book
Thy Father hath written for thee."

THE story-book to which the poet refers is a book without words, one wherein the pictures are real, living things which can be picked up and handled—endless in their variety, and more interesting than can be told in words. Such living pictures are scattered broadcast by a bountiful Providence; but the most interesting of all, perhaps, are to be found during the summer holidays along the seashore and in rock-pools. If I were to try and describe all the wonders that are to be found in such places I should never have done. So I will make a selection, taking my samples at random from the pool at my feet.

Around the edge of this pool are great boulders of rock, covered with all sorts of queer things. Here are patches of acorn barnacles, looking like conical white stones, and forming a thick crust; and there lumps of red, jelly-like looking masses; and beside are other patches—dark-grey conical

limpet-shells, and hundreds of tiny periwinkles, and thousands of mussels all crowded together. But these are all as still as the rock itself. They are waiting till the tide rises. But we need not wait; we can find out something at least of the habits of all by



WHERE A BATTALION OF HIGHLAND LIGHT INFANTRY RECENTLY ARRIVED: ARCHANGEL—THE TOWN HALL AND BRITISH G.H.Q. A recent message from Archangel stated that a battalion of Highland Light Infantry had arrived there. On August 29 Russian troops under General Ironside, aided by British and Australians, attacked the enemy at Yemsa. With the Russian battleship "Chesma" in one of our photographs is seen the British cruiser "Fox."

searching the clear, cool waters of the pool itself. A peep into this shows a dozen or so of what look like China asters; but the petals all seem to be moving! The "aster" is not a flower at all; it is a sea-anemone. Touch one; at once the petals vanish, and we have a red-looking blob just like the red lumps of jelly sticking to the rock above the water. The "petals" are its arms; there are hundreds, and they catch food and thrust it into the mouth, which is surrounded by the arms and lies in the middle of the "flower." The sea-anemone is the cousin of the coral-forming animal, and of the fresh-water hydra that swarms in our ditches.

Not far from the anemones is a round ball covered with violet spines, nearly as sharp as needles. At once we

recognise the sea-urchin. It is clinging to the rock by means of thousands of glassy-looking strings. These are really "feet," each of which is hollow and ends in a sucker. As it moves, more and more feet are thrust out from the shell, while others are drawn in. It moves slowly, and does not look very fierce, but it is armed with powerful, pointed, strong jaws. The points may just be seen in the middle of the under-surface of the body, and with these it scoops up sand, of which it swallows enormous quantities for the sake of excessively tiny animals and plants which live among the sand. In a dead sea-urchin these jaws can be examined by breaking open the shell, and very beautiful they are. They are sometimes kept as ornaments, known as "Aristotle's Lanterns," after the old naturalist Aristotle; and the shell itself, deprived of its spines, is no less beautiful. Look carefully, with a lens if you have one, among the spines of the sea-urchin in the pool—or, better, put him in a pail of water. Then you will see hundreds of tiny, white, waving threads, each ending in tiny, three-bladed nippers. They are constantly waving about, and this to catch and remove bits of seaweed from among the spines. In some places—as, for instance, on the west coast of Ireland—there are sea-urchins which carve out beds for themselves in the solid rock, as is shown in our illustration. How they do this no one quite knows. Crawling about



HOMEWARD BOUND WITH TROOPS RETURNING TO ENGLAND: THE BRITISH TRANSPORT "CORNISHMAN" PASSING DOWN THE DYINA TOWARDS THE WHITE SEA.



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In this latter respect, URODONAL resembles the PAWN and the unskilled labourer, in that we cannot possibly do without its assistance at certain times and in certain circumstances. To obtain Health is the invalid's great aim—to maintain it is the healthy man's.

Your body cannot be healthy if its organs are refusing to do their work satisfactorily, and to pass off the poisonous accumulations of uric acid regularly and naturally. URODONAL will do this for you, and by so doing will ensure a state of PERFECT HEALTH.

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These fabric shoes, with soles as good as those of leather shoes, will last for months out of doors on dry days, and afterwards for months indoors as house shoes.

They have, too, those same excellent fitting qualities that make Delta leather shoes so comfortable to wear.

If not in stock, shops will obtain these fabric shoes straightaway from the factory.

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on the bottom of my pool are some star-fishes. They are near relations of the sea-urchins, though they don't look in the least but like them. But they crawl, you will notice, by means of sucker feet. They do not eat sand, however, but prey on mussels, oysters, and—well, nearly anything they can catch. But the way in which they open an oyster or mussel is remarkable, and the way in which the victim is eaten still more so, for the star-fish, unlike his cousin the sea-urchin, has no teeth. Briefly, it raises up its body on the tips of its arms and so forms itself into a sort of tent inside which is the victim. Then the suckers are applied to each side of the shell, and with a slow, merciless pull the valves are forced apart. Then the feast begins. As I said, the star-fish has no teeth; but he turns his stomach out of his mouth and wraps it round the helpless oyster, and there keeps it till there is no more oyster, when the stomach is drawn back and the empty shell is dropped.

place. This it is obliged to do because, unlike other crabs, it has a long, soft body which it must protect at all costs. Consequently, it thrusts itself inside the empty shells of periwinkles and whelks, and holds on by means of a hook at the end of its tail. Only very little hermit crabs, of course, can get into a periwinkle shell; as it grows bigger and bigger it has to change its shell. But this house-hunting is very anxious work, and the crab tries many before it will leave the shell it already possesses. Very young crabs, as may be seen in our illustration, are not in the least bit like their parents; but at the early stages they are too small to be seen except under a microscope.

Why is it that shrimps are always so transparent and so hard to find? Only after we have been hunting in the pool some time do we find them, when they look like ghosts of shrimps. If you study them you will see that they change their hue to suit the colour of the ground they are resting on.

Sea-worms have this advantage over their cousins of the land. They are all beautiful when seen in the water. Some live in strong tubes, as in our illustration. Some, like the "sea-horse," have no more protection than is afforded by a broad band of exquisitely coloured bristles running down each side. But these bristles are not nice to eat, so most of their would-be enemies avoid them. Hermit-crabs have other methods of avoiding enemies, in the shape of hungry fish, which are always ready to eat them, shell and all. In consequence, some attach shell, and so pass disguised; others will carry an anemone about, for the anemone is by no means a dainty morsel, its body



DISTINGUISHED IN GALLIPOLI AND FRANCE: THE COLOURS OF THE ANSON BATTALION, R.N.R., DEPOSITED IN GLASGOW CATHEDRAL.

Photograph by Lafayette, Glasgow.

being armed with powerful stings, and the fish have learned this and leave them alone. The anemone and the crab further help one another, for the anemone is able to paralyse small fish with its sting, and the crab tears the body in pieces, a share of which is seized by the anemone as a reward.

Of the many kind of fishes, octopuses, and cuttle-fishes, and of the barnacles that grow on stalks—what they are, and how they feed, space forbids me to speak now; but an idea may be gained of their variety from our illustration. But I really must say a few words about the great horny, yellowish-white masses which one finds on the seashore. These will be found to be made up of small bags glued together. They are the egg masses of the common whelk, and each little bag is the cradle of several little whelks.

W. P. PYCRAFT.



IN "THE MECCA OF THE AILING, THE PLAYGROUND OF THE ROBUST": CRESCENT GARDENS, HARROGATE

The celebrated baths at Harrogate are just now thronged with visitors who combine visits and excursions to the many places of exceptional interest in the neighbourhood of the waters, the number and variety of which are almost beyond counting.

Moving along the bottom of the pool is a whelk-shell; but it moves far too quickly for a whelk. It must be a hermit crab, which has seized upon the shell as a dwelling

place of seaweed to the guided; others will carry an anemone about, for the anemone is by no means a dainty morsel, its body

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THE PLAYHOUSES.

"THE VOICE FROM THE MINARET," AT THE GLOBE

GOOD as is Mr. Hichens at hitting upon an unhackneyed idea, he is not so good at associating it with a wholly convincing stage story. In "The Voice from the Minaret," for instance, he takes the case of a predestined ecclesiastic who is distracted between the claims of his vocation and those of love, and the problem is presented vigorously enough at the close of the prologue, where this ascetic amonist, lingering at Damascus in dalliance with a married woman, breaks from her kisses to listen to the muezzin's call, "Come to prayer." That is enough for the lady, who returns to her vile-tempered and tyrannical husband, while the lover, by the time we meet him next, has become an eloquent clergyman. But if there is to be drama between them, they must be brought together again. How does Mr. Hichens contrive it? He makes his heroine—who, after all, was the one to break away—force herself into the man's house, challenge his vocation and ruin his peace of mind. Surely a good woman, as she is meant to be, however unhappy, passionate, inquisitive and jealous of his work, would have left matters to fate, and not acted as her own Providence or his temptress. This flaw apart, the author works out his plot on strenuous enough lines. But the play has its thrills as well as its interesting theme, and it is piquant to watch Miss Marie Löhr tackling a sort of Lena Ashwell or Mrs. Patrick Campbell part and striving, often very successfully, to make up by adroit technique and emotional earnestness for absence of the temperament possession of which would have rendered her task easier. Mr. Wortner handles the vacillating clergyman's rôle very tactfully, and there is a splendid violence, if one that sends shudders down the

spine, in Mr. Norman McKinnell's treatment of passages of jealousy and cantankerousness.

"HOME AND BEAUTY," AT THE PLAYHOUSE.

Not for years has a first act left its audience so convulsed and helpless with laughter as that of Mr. Maugham's satirical farce, "Home and Beauty." Indeed, we should

faculties. We ought, perhaps, to have been worried about the two children in the nursery, the sight of one of whom in long clothes naturally startles the returned soldier; or to have shaken our heads over the rather savage handling the author gives to that "dear little thing" Victoria who thinks she has done her "bit" by marrying two D.S.O.s; instead all we asked was, "Will he keep it up?"

Mr. Maugham did, for he soon made it apparent that the only struggle between the two husbands would be one of surrender; each of them was only too anxious to hand over so exacting a baggage to the other. But Victoria was equal to them; she had still another man in reserve, a "wangler" and a war profiteer, and was ready enough, since the army did not want her, to marry "a Rolls-Royce." Only the husbands must pay for their freedom. And so Mr. Maugham has a fresh turn for his story, introduces a lawyer prepared to arrange divorces to the extent of providing the co-respondent, and even brings on this professional co-respondent herself, the primmest and really the most innocent of dames, who, however, refuses to act for more than a single husband.

"BRAN PIE," AT THE PRINCE OF WALES'S.

In the latest thing in the way of revues, one of the brightest and happiest entertainments revue has ever given us, we see the form shaking off all pretence at a story and thereby gaining in briskness and freedom from longwindedness. Often enough it has been the connecting links which have proved wearisome at this kind of piece. Often, too, there have been obvious signs of exhausted inspiration long before the last scene was reached. But in Mr. Charlott's "Bran Pie," good turn follows good turn at a pace that is breathless, and though there will have to be cuts, the difficulty for the management will be to decide what to cut.



EXPECTED SHORTLY IN ENGLAND: VISCOUNT ALLENBY IN A GROUP TAKEN AT THE RESIDENCE OF THE EMIR FEISUL AT DAMASCUS.
Reading from left to right, our photograph shows the Emir Feisul seated second in the front row, with Field-Marshal Viscount Allenby next on the right.

have to go back to the memorable first night at the St. James's on which John Worthing figured in mourning, to match the humour of the Playhouse scene wherein Victoria Lowndes and her second husband and her mother are confronted with her former consort, long supposed to be dead, or to parallel its effect upon playgoers' risible

wearisome at this kind of piece. Often, too, there have been obvious signs of exhausted inspiration long before the last scene was reached. But in Mr. Charlott's "Bran Pie," good turn follows good turn at a pace that is breathless, and though there will have to be cuts, the difficulty for the management will be to decide what to cut.

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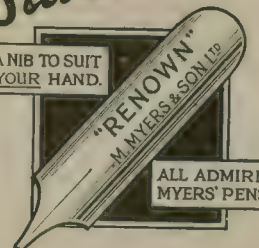
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THE CHRONICLE OF THE CAR.

The Agent Question.

One of the most vexed of questions in the matter of the purchase of cars is that of the agent and his commission. There are two kinds of agents. There is the one of well-established reputation, to whom the potential purchaser



IN CONSTANT USE IN AUSTRALIA FOR SIX YEARS: A MUCH-TRAVELLED DAIMLER NEAR LAKE CLIFTON.

Our photograph shows the Hon. R. T. Robinson, Minister for Industries in Western Australia, on a visit of inspection to Lake Clifton, with the Daimler car which he has used constantly for six years.

can go with full confidence and ask his advice upon the type and make of car to buy, and, having accepted it, order through him in the sure certainty that the agent will regard the buyer's interests as his own, and will do all in his power to make the transaction a satisfactory one from both points of view. There is another kind, and he it is who causes endless dissatisfaction among the buying public by his rapacity and his obvious intent to get as much as he can for as little service as he can render. He it is who gives rise to the reflection that the car-manufacturer would do well to deal direct with the users of his cars, and so make for greater mutual satisfaction than exists at present.

I have nothing to say against the good agent, obviously. He is necessary to the motorist far more than he is to the car-manufacturer; for, whereas the latter could probably sell his cars direct to the public, he cannot be on the spot all the time to render what is comprehensively known as "service." Therefore, we need not discuss his case at all. But there is a lot to be said about the other kind. I make up

my mind that I would like to buy a certain make of car, and I get into correspondence with the firm concerned, and even get to the length of paying them a deposit. I assume, therefore, that I am dealing direct with them; but when the time for delivery comes near I am informed by them that I have to take my car through Mr. Smith, the local "agent" of the firm. Now, I do not know Mr. Smith, nor have I ever had anything to do with him. Neither has he had the slightest thing to do with securing my order or influencing my choice of a car. I don't recognise him in the transaction at all, yet I have no alternative but to take delivery from him and pay him the balance of the purchase price. He hands me over the car, and there his interest ceases. He has pocketed his commission from the makers, which he has not earned, and he does not care two straws whether the car runs decently or is a source

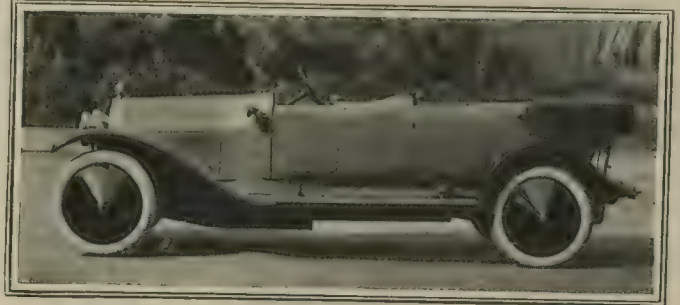
of continual trouble to me. If anything untoward happens I go to him, and all the satisfaction I can get is that he will "take it up with the works," which I could just as easily do—and will have to do in the long run.

The Remedy. It is in the matter of "service" that American manufacturers directly represented over here generally score over our own makers. The question of "service" is one that was very much debated before the war, and the British trade was in process of realising that it is this vital matter of "service" which counts even more than the supplying of intrinsically good cars. More than one prominent firm in

the industry had established, or was establishing, a service department to be at their clients' disposal in case of need. Manifestly, "service" can only be adequately rendered by the maker: it would be too much to expect every agent to carry the necessary stocks of spares, and to maintain a sufficient staff to fulfil every call that might be made upon him. That being so, I do not see why the manufacturer, seeing that he is always willing to enter into negotiations with a would-be purchaser, should not deal direct with his client where it is the desire of the latter to do so. If the maker is so much of a philanthropist as to desire to present his agents with large commissions on business which is not even influenced in the smallest degree by the latter, I have no word to say against it. It is purely a domestic matter, which has nothing to do with anyone save the parties directly concerned. But I do not see why I should, just because I choose to buy a certain car, be driven willy-nilly to do business with people I have no desire to deal with, and who have never done and never intend to do anything for me. It is a matter the manufacturing trade might think over.

The Motor-Spirit Tax.

It is more than probable that, now the Ministry of Transport is in actual or potential being, there will be an early revision of existing motor legislation. I know the



"EXECUTED TO H.R.H.'S PERSONAL INSTRUCTIONS": PRINCE ALBERT'S NEW LANCIA.

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question of taxation is one for the Treasury, with whom the word rests, but at the same time it is certain that in some degree matters affecting taxation are decided in

(Continued overleaf.)

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consultation with the administrative department dealing with the taxed. I suggest, therefore, that the appropriate committee of the new Ministry should begin the consideration of a new basis of taxation to be submitted to the Chancellor when the time is opportune. The present basis of the taxation of motor-spirit is altogether wrong. There are too many exceptions and rebates granted on the flimsiest grounds. Either all motor-spirit for whatever purpose it is used, should be taxed at the full rate, or the tax should be withdrawn altogether and something else substituted for it.

The first question that has to be decided is: Why the tax? If it is intended to compensate the community in some degree for the wear and tear of the roads due to motor traffic, then I submit that it is altogether wrong in its incidence. One class of road-user is mulct in the full rate, while others receive rebates which are altogether unjustifiable. Why should a doctor, for example, pay less than a commercial traveller who uses his car just as much for his business as the former? Why should a hackney-carriage proprietor, who runs his vehicles avowedly as a means of making money, pay less than the private owner, who in seven cases out of ten owns his car more for business reasons than for pleasure?

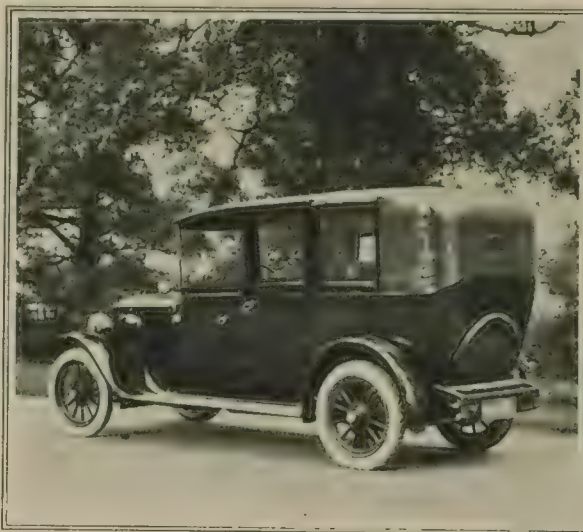
And why should a farmer, who uses motor-spirit in ploughing his land and has no extraordinary use of the roads, pay at all? Clearly, if the tax is a highway tax, its administration is neither logical nor just. Nor is it any better if we regard the tax as a revenue impost—which of course it is not. It is avowedly a highway tax, but there can be no harm in regarding it for the moment as a revenue tax in order to point the moral that in no case is it a just and proper tax. If it is designed to benefit the revenue at large, the rebates are even less defensible, since all revenue taxation should be based on the principle of equality of sacrifice. In any case, it does not seem that the rebate system has a leg to stand on. I cannot see why an omnibus company should pay less duty on its fuel than anyone else. The rebate is simply by way of a State subsidy to inflate dividends, and no amount of specious argument can make it anything else. The excuse, no doubt, is that it is designed to afford cheap travelling facilities to the public; but that is all so much moonshine, for, if the Government were sincere in the argument, it would remove the fifty per cent. war

increase on railway fares and thus cheapen travel. In any case, it would seem that, if it is desirable in the interests either of the roads or the revenue to tax a particular commodity, the incidence of that tax should be even. There is every argument for evenness, and none at all for any differential system whereby a large proportion of the

representative of British industry will be the Austin agricultural tractor, which has provoked keen inquiry in divers parts of the world, notably the Argentine, for which 3000 in one batch have been ordered. Its makers, the Austin Motor Company, Ltd., Northfield, Birmingham, have for long past been makers also of electric-lighting equipment, and to them has been allotted the contract for lighting the exhibition. W. W.

We have received a very interesting letter from Mr. Maurice Prendergast, the editor of Jane's "Fighting Ships," with reference to our illustrations of the submarine *S 7* which appeared in our issue of Aug. 16, and correcting a misstatement. He points out that British submarines are not lettered in alphabetical sequence, and that the *S 7*, originally named the *Swordfish*, is duly listed in the current edition of "Fighting Ships." In 1912 the letter "S" was selected to denote submarines built by Messrs. Scott; "V" to denote boats built to Messrs. Vickers' design; and "W" to denote boats built by Sir W. G. Armstrong-Whitworth and Co. The *Swordfish* was converted at Malta into a surface patrol-boat.

At a recent dinner to commemorate peace which Major Drapkin and his co-directors gave to their office, sales, and factory staffs, some sound advice, which all would do well to take to heart, was voiced by Mr. Drapkin. He said that during the war the authorities had been at great pains to ensure that troops on active service should never lack cigarettes, and a constant and generous supply had proved a very important factor in keeping up their morale at a high level. Unless all classes and trades realised the need of, and determined upon, greater and sustained efforts resulting in vastly increased production, we should lose the peace, and the enormous sacrifices made in winning the war would have been made in vain.



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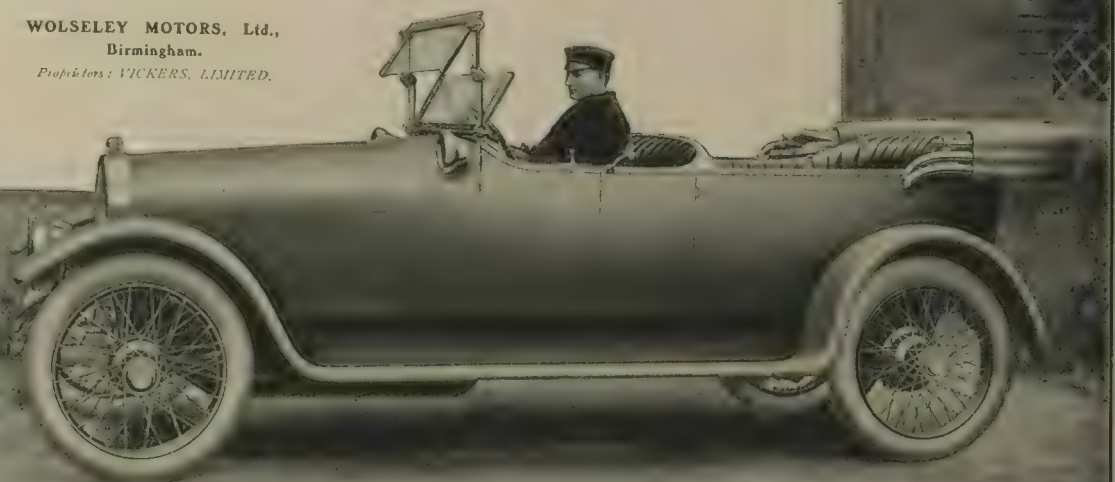
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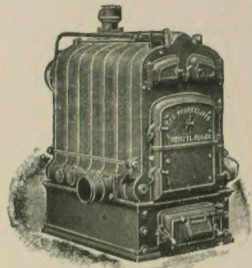
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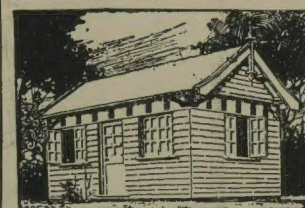
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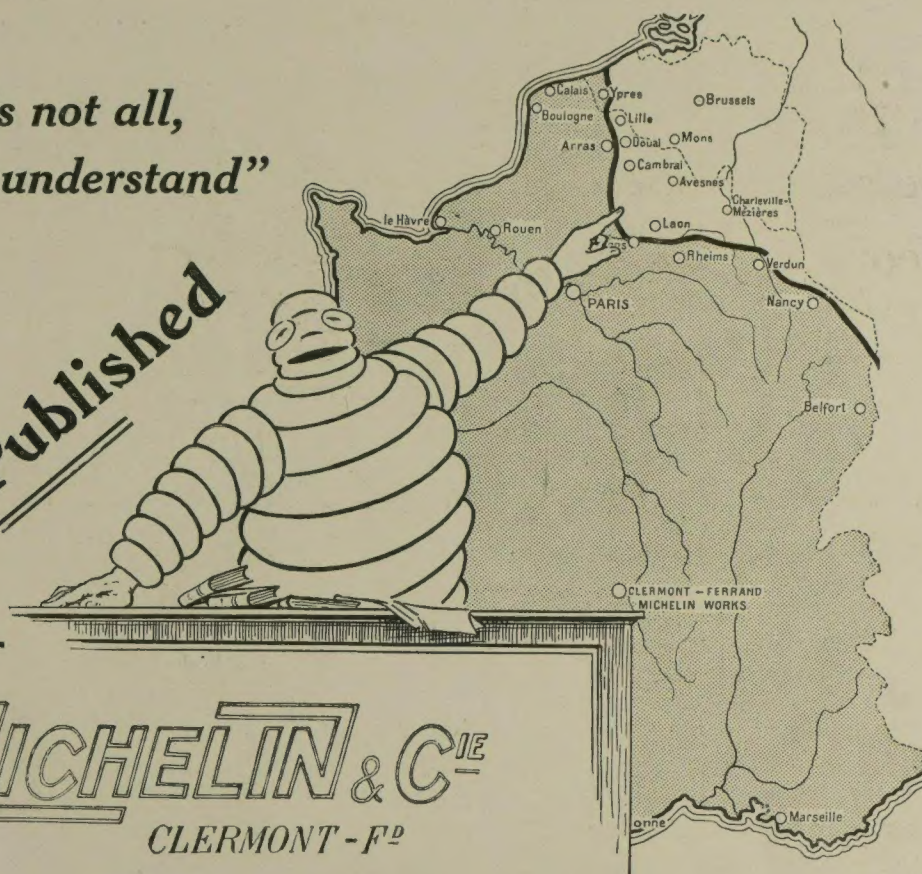
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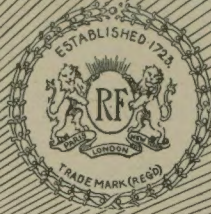
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